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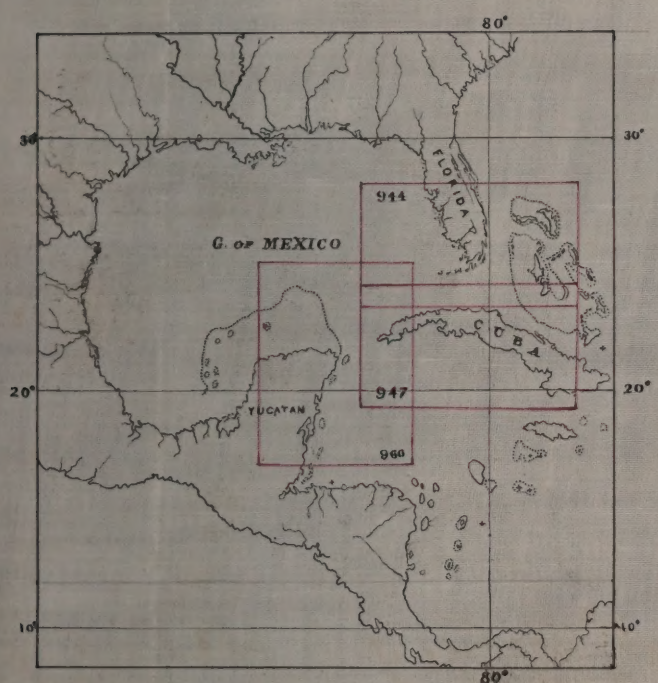
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Journal of a Cruise
in the
U. S. Practice Ship Plymouth
T. T. Craven Esq. Commanding.
1859

W. W. Thomas

JOURNAL.

U. S. Practice Ship Plymouth.

Left Annapolis on Wednesday June 22d. Left Cape Henry on Sunday 26th.

At Sea, Thursday, July 1st. 1852.

This day commenced with fresh breeze on port quarter. In mid. watch, carried away port fore topmast studding sail boom. Took in all port studding sails, ~~and~~ also royals and top gallant sails. In morning watch, hauled by the wind, the wind having shifted to N.N.E. Set top gallant sails, and spanker: haul'd down fore topmast stay sail. Had quarters at 2 o'clock, and exercised 1st. division of men at great guns. In the forenoon, exercised Starbord watch of Midshipmen at reefing and furling. Port watch went to school. At 2½ o'clock in Afternoon, called "All hands reef topsails: stationed the crew, and took one reef for exercise: turned it out again immediately. At 3 o'clock, hoisted flying jib. Main. were taken off watch and watch in day time, and quarter watches substituted. The order was passed for requisitions to be handed in on the 1st. and 15th of every month. Three men and two Mids. on the list.

Lat. by obs. 39° 40' N.
" " D.R. 39° 41' N.
Lon. by Chro. 62° 52' W
" " D.R. 63 53 W
Current, 4 miles Easterly.

Friday.

Journal of a cruise in U. S. Practice-Ship

At Sea, Saturday, July 2d. 1859.

Commenced with sky clear, sea smooth, and wind abeam. Course E b. N. At 9 o'clock, inspected crew at quarters. During forenoon, exercised Port watch of Midn. at reefing and furling. Cleaned out Steerage Scuttle-butt. Ship in sight on Port quarter, heading about N. b W. A few dolphins about the ship in the morning. At four bells, ran in the guns, and scrubbed the gun deck. Ran out the guns in the afternoon. This day, 2d class, and all of the third class who went to sea last year, commenced taking the weather wheel.

Lat by Obs. ---------- 39° 16' N.
Lat by D.R. ---------- 40° 09' N.
Long by Chro. ---------- 61° 39' W.
Long by D.R. ---------- 62° 20 W.
Current ---------- 49 miles S.S.E.

Sunday, July 3d. 1859.

Commenced with fine wind on starbord quarter. Ship heading E b N ½ N., and going 7 knots; which rate increased to 9 before noon. Inspected crew at quarters at 9 o'clock. Called all hands to muster at 11½ o'clock, and the Captain inspected crew and ship.

Sail in sight on Port bow, and one on starbord quarter. Sent all the steerage boys into mizzen rigging two hours for not having breakfast ready at eight bells.

Lat by obs. 40° 34' N
Lat by ~~Chro~~ D.R. 40° 38' N
Long by Chro 59° 16 W.
Long by D.R. 59° 26 W
Current 12 miles E.S.E.

Plymouth— Commander Thomas T. Craven.

At Sea, Monday July 4th. 1859.

Commenced cloudy: wind on Starbord quarter: course E b. N. Between 12 and 4. set Starbord T. G. Stun-sails and Royals. Had Quarters at 9 o'clock. Moved forward gun on each side into port abaft the after gun; to alter the trim. Exercised Port watch of Midn at furling. The order was passed that all hammocks belonging to acting midn of the 3d class except those between 20 and 24, should be stowed upon the launch on gun deck. Four on the list: Two men and two midn.

Lat by Obs. 41° 5-8' N
Lat D.R. 42° 06' N.
Long by Chro. 55° 52' W.
Long. by D.R. 56° 30' W.
Current 30 miles E b S.

Tuesday July 5th 1859

Commenced with thick fog: wind aft: course E b N. ½ N. In the morning it fell ~~aft~~ calm. Hove the deep sea lead & ran out 75 fathoms of line. The lead showed 70-fathoms: no bottom. Scrubbed fore and ward room hatch, windsail. Had Quarters at 9 o'clock and exercised 2d. Division of men at great guns. Exercised Starbord watch of midn. at furling. Port watch went to school. In the afternoon All hands changed their dirty hammocks for clean ones. At quarters the captain published the general order: stating what would be required of the Acting midn. during the cruise, and signifying his satisfaction at the good conduct and aptitude of the acting midn

No Observation.

Lat D.R. 42° 57' N
Lon D.R. 53° 52 W.

Journal of a cruise in U. S. Practice Ship

At Sea July 6th 1859.

Commences as previous day, but with no wind. Exercised Port Watch of Mids. at furling, sending down royal yards, and bending sails. 2d Div. of Port Watch occupied during forenoon in strapping blocks putting on throat and quarter seizings, and making splices. In afternoon, 1st Starboard Watch occupied in same manner. A breeze sprung up at about 6 bells in the afternoon. Carpenters employed in making pistol racks over the guns.

Lat by Obs. 43° 14' N.
Lat D.R. 45° 09' N.
Long. by Chro. 52° 47' W.
Long D.R. 55° 18' W.
Current 27 miles E.b.N.
Course E. ½ N.

Thursday July 7 1859.

Begins and continues clear: Course E. ½ N. Starboard Watch exercised at furling, sending down yards, and bending sails. 8 Sails in sight during the day. Whales in sight. Sent 2d cutter on board a French brig at anchor on the banks, and procured 6.32 cwt of Cod fish. Had general quarters at 8 bells in the afternoon. Towards night wind increased and fog came on. During evening watch clued down royals.

Lat obs. 44°. 3' N.
" D.R. 43° 56' N
Long. 50° 58' W
" D.R. 56° 07' W.

Plymouth – Commander Thomas T. Craven.

At Sea, Friday July 8. 185-9.

Commenced thick – Course E ½ N – Wind on Starboard Quarter – Ship going short 8 knots – Royal halliards settled away. At 9 o'clock in the afternoon, squall struck the ship. Took in royals. Set main royal at 9½. Second Starbord watch employed at strapping blocks.

No observation

Long Chro. 47° W.
Lat. D.R. 45°. 31' N.
Long D.R. 47° 45' W
Current 31 miles E

Saturday. July 9. 185-9

Commenced foggy, and remained so during the whole day. Course E. ¾ S. Wind aft. Holy stoned spar deck, and scraped both gun and berth decks. At 9 o'clock, inspected crew at quarters.
The orders were published that the quarter watches of acting midn., that have the mid. and morning watches shall go to school the next day. That the midn. must not sit or lean against the paint work. That no books are to be upon the gun deck, between the hours of 5. 30 P.M. and 9.15 A.M.

Lat D.R. obs 44° 4'
Lon by Chro 43° 43'

Sunday July 10. 185-9.

Commenced and continued with fair wind – aft. Course E. ¾ S. From 12 at noon to 12 at night, logged over 10 knots – carried starbord topmast studdingsail all day. At 9½ o'clock inspected crew at quarters. At 10½ had services. At 6 in the afternoon, inspected crew at quarters.

Journal of a Cruise in the U. S. S. Plymouth

Lat obs. 47° 04'. N.
Lat D.R. 47° .05' N.
Long Chro. 39° 30' W.
Long D.R. 40° 12' W.

Monday July 11. 185-9.

Commenced as previous day. In the morning, the wind hauled to port quarter. Took in starbrd stud. sails, and set port ones. Lower stud. sail reefed. At 9 o'clock inspected crew at quarters. Marine guard drilled. Put Miley-marine in the brig for impertinence. At 2 bells, passed an English barque, wind strong. At 4 bells, said barque was hull down astern.

Lat by obs. 48° 15' N.
48° 35' N
Lon by Chro. 33° 40' W.
" " D.R. 34° 83' W.
Current 53 miles E.S.E.

Tuesday July 12. 185-9.

Commenced with wind just forward of port beam. During forenoon wind continued light. In afternoon wind hauled to starbrd quarter, and increased. At 9 o'clock had five quarters. Exercised Port Watch of Midp at reefing and furling. 1st Div of Port watch occupied in making yarnels and strapping blocks. In afternoon 2d. Port watch went to school. At night, wind increased - Between 7 and 8 bells in evening watch, took in Top gallant sails and spanker.

Lat Obs. 48° 8' N.
Lat D.R. 49° 29 N.
Lon. Chro. 30° 14'
Lon D.R. 31 05'
Current — 39 miles S. E. ½ E.

Commander Thomas T. Craven.

At Sea, Wednesday July 13. 1859.

Commenced as previous day ended. Called "All hands to reef topsails" and took two reefs. At 5 o'clock, turned reefs out of topsails: at 6, hoisted jib and set main top gallant sail. at 7, took in "to" gallant sail, and altered course from E to E.S.E. At 8 o'clock had fire quarters.

Lat DR 5-0 41' N.
Lon do. 26 30 W.

Thursday July 14. 1859.

Commenced with wind aft: Course S.E.b.E. ½ E. weather foggy. Exercised port watch of mids at reefing and furling. In forenoon 2d. port watch was occupied in strapping blocks &c: 2d Starbrd watch went to school. In afternoon 1st Starbrd watch was occupied in same manner as 2d. Port had been in forenoon. 1st Port watch went to school. Exchanged colors with an English brig.

No observation.

Lat. D.R. 5-0° 00' N.
Lon do. 19° 50 W.

Friday July 15th 1859.

Commenced with wind W.N.W., Course S.E. by E. ½ E. During forenoon, watch of Acting mids engaged in various operations of fitting rigging, strapping blocks &c. Watch below at school In afternoon took in Starbord Stun. sails — Set port T'gallant and topmast stud. sails Two sails in sight: one on each bow. Drilled ne' 1 ½. Guns crews at quarters.

Journal of a cruise in the U. S. S.

Lat D.R. 49° 38' N
Long. D.R. 17° 42 W.

Saturday July 16. 1859.

Commenced calm and foggy. In morning watch breeze sprung up from N.E. Ship hauled by the wind. Exercised and exercised acting ~~master~~ for furling sails in port. Holy stone gun and berth decks.

Lat obs 50 17' N.
Long chro. 17° 9 W.

Sunday July 17th. 1859.

Commenced calm and pleasant. Breeze sprung up about 8 o'clock. Two sails in sight on starbord bow. Had Quarters at 9½ o'clock, and services at 10. Porpoise about the ship. Six sails in sight.

Lat DR 50° 28' N.
" Obs. 51°. 02' N.
Long. 15° 28' W.

Monday, July 18. 1859.

Commences squally with occasional rain. In morning, squall struck the ship from N'd and E'd. Took in Royals. Another squall struck ship at about 2 bells in afternoon watch. Took in royals, and topgallant sails and main sail: hauled down flying jib and brailed up spanker. Called all hands to reef topsails, but kept fast. Course S.E. by E. Soon after, set mainsail. Half an hour afterwards, again

hauled up mainsail. The squall passed over and top gallant sails were set. Continued squally and rainy the whole night.

50° 28' N.
47° 0 N.
13° 38 W.
13° 27' W.

At Sea, Tuesday July 19 1859.

Day begins calm and clear. At 7½ A.M. spoke ship Ellen Stuart of Baltimore ten days ~~out~~ from Liverpool bound for New York. At 9 A.M. inspected crew at quarters. Exercised midn. at furling for port, and Port watch of midn. at furling.

Wednesday. July 20. 1859.

Commenced pleasant. Towards noon the wind increased, and before 3 P.M., ship was under topsails. Towards night, wind abated. Spoke Dutch ship, Anne, from Halifax. Numerous sails in sight. At night, bent both bow cables and got ground tackling clear. Port watch scraped ~~Be~~ both deck. Carried away mizzen topsail sheets. (parted).

Thursday July 21st 1859

At commencement, made St. Agnes light. ~~At 2 P.M.~~

Friday July 22d.

Commenced calm, wind on starbord bow. Numerous small craft in sight. At three P.M., ~~m~~ sighted Eddystone light house— At 5 o'clock, took on board pilot.— At 6 passed the Eddystone. About 7, the wind hauled ahead, and died away. From night fall to midnight, continued beating up to breakwater. Light of the town in sight.

Journal of a cruise in the U. S. Ship Plym.

Saturday July 23d. 1859.

Commenced as previous day ended. At 8 o'clock entered breakwater and at 8.25, let go the anchor, and veered to 45 ~~fathoms~~. Furled sails, and made ship ready for port. At 10.30, Port watch of midn. went on shore. During the day, ship was visited by several English Naval Officers.

Plymouth Sunday July 24th. 1859.

Commenced fair. Had Divine Services on board. At night, Port watch of crew went on liberty.

Plymouth. Monday July 25. 1859.

Commenced and continued fine. Several of the officers went ashore. At 10. Starbord watch of midn. went ashore. Liberty men returned during day. Many of them drunk and quarrelsome. Several Officers visited the ship. ~~At~~ In afternoon, got up messenger. At 7 P.M., called "all hands, ~~up anchor~~ make sail". At 7½, called "all hands up anchor". At 8, got under ~~weigh~~, and stood out of the harbor, with pilot on board. After clearing the land, discharded pilot, and shaped our course for Brest.

Tuesday July 26. 1859

Commenced as previous day ended. Exchanged colors with an English barque. At night passed close to an English steamer.

Lat obs. — 49° 44' N.

Long. chro. — 4° 33' W.

outh— Commander Thomas T. Craven —.

Wednesday July 27. 1859.

Commenced calm. but wind increased. In morning watch, made Ushant Island. Wind from the westward. Continued all day, beating up to westward in order to weather the main land and Ushant Island.

Thursday, July 28. 1859.

Got well to windward of Ushant, and in the morning, and about 9 o'clock took on board a Brest pilot. After standing on long enough to ~~wea~~ clear the reefs to southward of the island, altered course and stood in for Brest. Wind continued light. In the afternoon, tide made in our favor and we rapidly approached the land. About 4½ called All hands to shorten sail, and took in port stun. sails. About 5½ called All hands bring ship to an anchor: and at 6. let go the port anchor and veered to 35 fathoms. Furled sail and got ready for port.

Brest, Friday, July 29th. 1859.

Commenced fair: wind light. At 10. Port watch of midn went ashore. At 4. Starbord watch. Several French officers visited the ship— Scrubbed copper—. At night, had six men in the brig for noisy and drunken conduct.

Brest, Saturday. July 30. 1859

Commenced and continued fair. About 6, called all hands up anchor: wind light and ahead. Hove short, made sail, and hove up the anchor. Wind died away and ship drifted. Let go the starbord anchor and furled sail. French Rear Admiral and Admiral visited the ship: also two midshipmen. At 4. called all hands up anchor. Got up anchor and made sail: wind blowing into the harbor. Beat out of the harbor, and continued beating until after dark. About 8½. in going about, ran into a buoy— ~~ship in charge of~~ pilot on board. At 10., in going about, pilot boat got under quar-

ter; and came near being swamped. Boat then cast off. Between seven and eight bells, ship being close hauled on port tack, three heavy seas struck the ship, and carried away inner and outer bobstays. Took in top gallant sails, hauled down jib and set topmast staysail. Got hawsers out the horse holes, and bent them to the bowsprit and hauled them taut.

Sunday, July 31. 1859.

Commenced as previous day ended; wind W. b N. and blowing fresh. Altered course, and stood in for Brest, before the wind. Towards morning, set top gallant sails. At 7. called All hands bring ship to an anchor. The French men-of-war, showed colors as we passed them. At 8. Let go the port anchor at our old anchorage, and furled sails. The sails being wet, the furl was not very neat. Found that the French corvette (practice ship) had a store ship had entered during the night. In the forenoon, had divine services. In the afternoon, 45 French midshipmen visited the ship with an officer and two professors.

Harbor of Brest, Monday Aug. 1st, 1859

Commenced and continued fair. Holystoned gundecks. Loosed sail in conjunction with the French fleet. Sent on shore and had bobstays repaired. Forecastlemen employed in converting fighting sling for lower yard, into a spare bobstay. In afternoon, got on and set up the bobstays. Took in 8000 gallons of water. Passed the messengers, and otherwise got ready for getting up anchor.

Harbor of Brest, Tuesday, Aug. 2d 1859.

Commenced fair; wind light. At 4 called all hands, and at 4½, called "Shorten in cable" At 5. called "make sail" and took on board same pilot. At 5. 15 Got up anchor, and stood out of the harbor with the ebb tide: close hauled. At 11 A.M. French steamer passed astern of us. Went to Quarters at the usual hour. During Evening watch wind increased

Plymouth — Commander Thomas T. Craven.

At Sea Wednesday August 3d. 1809.

Commenced with stiff breeze. Lost sight of Ushant light at 12.30. At 1 took in Royals and T. G. Sails. At 4 Att. set the same. At 8 inspected crew at quarters. At 9.45 furled fore and main top gallant sails, and hauled down fore topmast Staysail. Quarter watch of acting midn on deck engaged in knotting, Splicing &c. Between meridian and four, hauled down jib and set F. T. Staysail. Took in T. G. sails and clewed down topsails and hauled up main sail. At 5.20 hoisted topsails.

At Sea Aug. 4. 1809.

At 8.45 — Set T. G. Sails. From 4 to 8 set Starbord T. G. studding sails, Royals and flying jib. Holystoned with deck. At 7 hauled down Staysail and set the Spanker. Wind increased during forenoon; ship going from seven to nine knots.

Lat 46° 56 N.

Long 8. W

Plymouth bears N 36° 24' E. Distant 255 miles

At Sea. Friday Aug 5th. 1809.

Commenced cloudy; wind W. S.S.W. ½ W. Heavy swell. Between four and eight two sails in sight. At 7, braced around on port tack, and set mizzen royal. Port watch of midshipmen exercised at reefing and furling. At 9, inspected at quarters. Set up T. G. Stays and backstays.

Latitude 45° 31' N

Longitude 8° 41' W

Plymouth bears N. 57° 32' E. Distant 530.9 miles

Journal of a cruise in the U. S. Practice-Ships

At Sea Saturday Aug. 6. 1859.

Commenced cloudy and raining: brisk wind. Ships going 9 knots. Course S. S. E. Took in T. G. sails and jib: set topmast staysail. At 7. more ship. Sail in sight off weather bow. At 8 ships under T. G. sails, jib courses and spanker. At 9. inspected crew at quarters. Order passed requiring all the midshipmen when on watch to stay on the ~~fore~~ & quarter deck, except the master's mate of the forecastle. At 10. clewed down T. G. sails. A brig passed under the port quarter: showed no colors Exchanged colors with a Norwegian ship and brig: standing in the same direction. Whales in sight.

Latitude 45° 08' N
Longitude 10° 67' W

Plymouth bears N 37° 24' E: distant 395 miles

At Sea, August 7. 1859.

Commenced clear; with stiff breeze forward of starbord beam. Course S. b E. ½ E. All hands called to muster at 10 o'clock. At 7 o'clock A. M., Cape Finisterre in sight of Starbord bow. At 11. Services read by Lieut Marcey.

Latitude 43° 56' N.
Longitude 8° 46' W.

Plymouth bears N 30° 29' E. Distant 448 miles.

Plymouth — Commander Thomas T. Craven.

At Sea August 8th 1859.

Commenced and continued with light wind: ship close hauled on Port tack, heading W.b.N: trying to weather cape Finistere. Swell not so heavy as during the few previous days. In forenoon watch, tacked ship. Exercised Starboard watch of mdn. at reefing and furling. In afternoon wind shifted. Altered course, and stood S.W.b.S. Exercised 1st Guns crews at quarters.

Latitude obs 43° 38'
Long per chro. 9° 33

At Sea Tuesday Aug. 9th 1859.

Commenced as previous day ended. Light on Cape Finistere bearing E.b.S. Had Quarters at 8 o'clock. Exercised Port watch at reefing and furling. Lost sight of land at 7 A.M. At 4 o'clock, Exercised 3rd & 4th guns crews at dismounting gun. Towards evening, wind increased, ship going 9.6. At 6 P.M. ship under Royals and all the Port studding sails.

Latitude 42° 14' N
Longitude 9° 50' W.

To find the Bearing and Distance of Madeira.

	Mer parts.	
Ships Latitude 42° 14'	2801	Ships Long 9° 50' W
Madeiras " 32° 38'	2073	Madeiras 16° 55' W
Diff. Lat. 576 = 9° 36	728 Mer D.L.	Dif. Long 7° 5' = 425

Course

As Mer. Diff Lat 728 — 2.86263
Is to rad 45° — 10.00000
So is Diff Long 425 — 2.62839
To Long cour S 30° 16' 35" W — 9.76626

Distance.

As rad 90° — 10.00000
Is to prop D. Lat 2.76042
So is Secant cour. 30° 16' 35" — 10.06368
To distance 667 m 2.82410

Madeira bears S 30° 16' 35" W. Distant 667 miles.

Journal of a cruise in the U. S. Ship Plymouth

At Sea Wednesday August 10. 1859.

Commenced and continued with strong wind on port quarter. Ship going from 7 to 9 knots until Course S.S.W. About 7½, wind hauled aft: set all starboard stun. sails, and hauled up both claws of mainsail. A large steamer passed about 6 miles to eastward. At 9. inspected crew at Quarters. Holystoned Gun deck. Exercised Starboard watch at reefing and furling. No Lat. or Long. posted

At Sea, ~~Wednesday~~ Thursday Aug 11. 1859.

Commenced with good wind aft: Course S. At 3 A.M., made St Vincent light. At 7. passed the cape. In forenoon, wind hauled ahead: and continued variable. Took in all stun. sails. Wind finally settled aft, course being S.E.b.S. Holystoned berth deck. Set all the stunsails. In afternoon got up and bent the cables, Tarred some parts of rigging, and washed off ship with fresh water. Wind continued variable throughout the day.

At Sea Friday Aug 12. 1859.

Commenced and continued calm. Course S.E.b.E. In morning wind shifted ~~aftd~~ hauled by the wind on port tack. At 9. inspected at quarters. At 10., land was reported on port bow. At same time, got a cast of lead in 68 fathoms. At 1 P.M. came in sight of Cadiz. Anchored off Cadiz at 4 P.M. 2 quarantined.

Bay of Cadiz, Saturday August 13. 1859

Continued quarantined; and weighed anchor at 1 P.M.

At Sea Sunday August 14. 1859.

Commenced with light breeze on Starboard quarter. Course W.b.S. Service read by Lieut Marcey at 10 A.M. Sunday school in Afternoon.

Commander Thomas T. Craven.

At Sea Monday, August 15. 1853.

Commenced with wind increasing. Course W.b.S. At 1. M. took in top gallant sails and royals: ship going 10 knots under topsails and courses. Wind held during the day. In the forenoon, members of the second class of the first port and second starboard watches at school.

Latitude 34° 39' N.
Longitude 10° 24 W.

To find the bearing and distance of Plymouth.

Latitude of Plymouth 50°22' | Mer part 3509 | Long of Ply. 4° 10'
" arr. in 34°39' | Mer parts 2219 | " arr in 10°24'
Diff Lat 943 = 15° 43' | Mer Dif. 1290 | Diff Long 274 = 6°14'

To find Bearing Log

As mer diff lat 1290 — 3.11227
Is to radius 45° — 10.00000
So is diff long 274 — 2.37287
To Tang course 16°6'32" — 9.46060

To find the Distance

As radius 90° — 10.00000
Is to proper Diff Lat 943 — 2.97431
So is Secant Cor. 16°6'32" — 10.01740
To Distance 981.6 miles 2.99171

Plymouth bears N 16°6'32"E. Distant 981 miles.

At Sea, Tuesday August 16th 1853

Commenced clear with fair wind abeam; Course W.b.N. At 9 A.M. inspected at Quarters. Members of 2d class of 1st Starbord and 2d Port watches at school during the forenoon.

Wednesday Aug 17. 1853.

Commenced and continued 'til four as previous day ended. Course W½N. At 2.30 made land ahead supposed to be Desertas. At 3. clewed down Royals and Top Gallant Sails, and backed mizen Topsail. At 4. Set the courses and tacked ship. At daylight stood in for Madeira. ~~At 6.~~

Journal of a cruise in the U.S. Practice Ship

At 8 the town of Funchal in sight: distant about 3 miles. An American man-of-war at anchor in the harbor. At 8.40 taken aback; and braced around on port tack and stood in for the anchorage. Made our number to the U. S. Ship "Constellation": Flag Officer Inman. At 10.15 came to in 25½ fathoms of water, with the port anchor, and veered to 75 fathoms of chain. At 11 o'clock, first Starbord watch of midn. went on liberty. Squared yards and got ready for port immediately after anchoring. At sundown, sent down rayal yards ~~by~~ with the consent of the commodore.

Off Funchal, Thursday, August 18. 1859

Commenced clear: wind from the southward: two sails in the offing; one a man-of-war. At 9 o'clock, inspected crew at quarters. About 9½, an English steam frigate came to anchor off Loo Rock, and saluted the Portuguese flag with 21 guns: also the American flag officer; which salute was answered from the flag ship. At 9½, 2d port watch of midn. went on liberty; to return at 5 P.M. Took on board about 2800 galls of water, and a quantity of stores.

Off Funchal, Friday, August 19. 1859

Commenced and continued fine. At 9, inspected at quarters. At 10, English frigate got underweigh and steamed out of the harbor. At 10½, first port and second starbord watches went on liberty. Took on board a quantity of water, and bread, also a quantity of wood. In afternoon made our number to U.S. Sloop "Marion" in the offing. Soon after, Marion fired a salute of 18 guns; which was answered from the flag ship with 7. At 4, Marion came to anchor off Loo Rock. In doing so, she came near getting foul

of the Constellation. We sent two cutters to their assistance, and towed them Marion ahead. At 5, Marion fired the national salute; which was answered from Loo Rock. At 5 ½, got up and passed the messenger, hoisted in boats, and otherwise got ready for sea.

Off Funchal, Saturday, August 20. '59

Commenced calm and clear. At 7.30 made Interrogatory signal 785 to Flag Ship Constellation. It was answered with 75—. At 9 loosed sail and crossed royal yards. Recd on board a quantity of bread. Between mer. and 4, received on board an invalided marine from "Marion". Sent 3 Bolts of canvas to Marion on requisition. At 1 called all hands up anchor, made sail to royals, hove up anchor and stood out to sea. On passing the Constellation w'd and gave three cheers. Were cheered in passing the Marion. — Made and reduced sail as occasion required. At 2.30 Loo Rock bore by compass N.E. ½ E. dist about 2 miles. At 4, ship under all plain sail. And so the day ends.

At Sea, August 21st. 185-9

Commenced clear: ship going 2 knots: course W. by S. Brailed up spanker. At 8 A.M., Madeira in sight astern. At 9½ mustered crew at quarters and performed divine service. Sail reported in sight on weather bow. Set Starbord main T. G. Stun. sail. Between Mer. and 4 set starbord T. G. and Lower Stunsails and took in port ones. Hauled up starbord clew of mainsail. and set port one. At 7.30 took in starbord stun sails; braced up and set flying jib.

Journal of a cruise in the U. S. Practice Ship

At Sea. Monday, August 22. 18

Commenced and continued fair. At 9, in
spected crew at quarters. At 10.30 A. M., took in sta
board top gallant stun. sails. At 2 P.M. changed cour
to West. Hauled down all the port stun. sails, &
set the starbord ones. At 2 P.M. set them again.
At 2. Sail in sight on the starbord bow. Sail prov
to be a barky standing to the S'd and W'd. At 6
mustered at Quarters: barque close to us standing to the
westward. From 6 to 8, pass set flying jib. Passed a bar-
que standing W. S. W.-

Latitude 19° 30' 36"
Longitude 29° 49' 16"

At Sea. Monday, ~~July~~ August 29, 3

At 9 inspected at quarters: Exercised midn of port
watch at loosing and furling mizzen top gallant and
royal; and reefing mizzen topsail. At 11 Hauled up weath
clew of mainsail and set port main top gallant stun-sail
From mer to 4 took in port main top gallant stunsail.
From 4 to 6 rigged up port maintopmast stunsail and
sent it up for a main topmast staysail. Set weather
clew of mainsail. Exercised guns crews nos 1 & 2 of midn at
great Guns. At 6, mustered at quarters. From 6 to 8 hauled up
weather clew of mainsail and took in spanker.

Latitude 28° 33' 40" N.
Longitude 22° 23' 18" W.

Plymouth— Commander Thomas T. Craven.

At Sea. Wednesday August 24. 1859

Commenced fair: ship going 2 knots: course S.W.: wind N.W. Set the spanker and weathered clew of main sail. At 7.30 A.M. took in Lower stunsail and braced sharp up. At 8.40 took in studdg sails. At 9 inspected at quarters. From mer to 4 set starbd. t'gallant Stunsails —

Latitude 27° 18′ 40″
Longitude 23° 16″

At Sea. ~~Wednesday~~ August 25th 1859

Commenced and continued with a six Knot breeze on the starbord quarter— Exercised Port watch of midn at reefing and furling the mizen topsail, furling royal and t'gallant sail, and sending down yards— At 9, inspected at Quarters— Exercised guns crews nos 1 & 2 at quarters—

Latitude 26° 15′
Longitude 24° 18′

Friday August 26th 1859.

Commenced with blue sky, but hazy atmosphere: Ship going 4 Knots: course W.S.W.: wind S.E.b.S. Took in spanker and hauled up weather clew of mainsail. At 9, inspected at Quarters. Hauled down fore and main topmast Stunsail. Exercised starbord watch of Midn. at furling and unbending mizzen topsail, and sending up and down Royal Yards— At 11 Set starbord fore t'gallant stun' sail and trailed up spanker. From mer to 4, set starbord studding sails. At 4.10 hauled down jib and flying jib: exercised guns crews 1 & 2. At 4.50 took in starbord stun' sails and braced up with wind on the the starbd quarter — At 6, mustered crew at qrs.

Journal of a cruise in the U.S. Ship Plymouth:

At 7. set port fore t'gallant, fore topmast, and lower stun'sails, and hauled up the mainsail. Passed the foresail. From 8 to 12 furled mizzen royal. Clewed up mizzen t'gallant sail, and clewed down mizzen topsail.

Latitude 23° 00'
Longitude 24° 52

At Sea Saturday August 27. 1859

Commenced with wind aft: course W S W. Atmosphere hazzy but sky blue. At 9 inspected at quarters. Exercised midn. of port watch at furling unbending and bending the mizzen topsail, and sending up and down mizzen t'gallant and royal yards. Day continued as it commenced. At midnight ship under all stunsails, royals, jib and flying jib and foresail.

Latitude 24 29
Longitude 23 18

Sunday Aug. 28. 1859

Commenced as previous day ended. At 9½ inspected at quarters. Services read by Lieu. Marcey.

Latitude 23° 45'
Longitude 30° 38'

Monday August 29.

Commenced and continued fair.

Latitude 28 29
Longitude 33 28.

Plymouth — Commander F. S. Craven.

Mouth of the Patuxent.
Saturday, September 24th 1859

Commenced with a good breeze from the northward. At ½, called all hands and got up anchor, and stood out into the bay. From 8 to mer. the Acting midshipmen of the 1st Class manoeuvred the ship. Tacked ship without mowing the helm Chapselled, and boxhauled. From mer. to 4 midn. of 1st Class tacked and worked ship in turn. From 4 to 6 made and shortened sail as occasion required. Standing up the Chesapeake Bay in charge of Pilot: all the starboard stunsails set. At 6 cove Point light bore south about 6 miles astern. About 8 ½ took in all the port stunsails and braced up on the port tack. During the remainder of the watch working up the bay with all the plain sail set.

Chesapeake Bay.
Sunday, September 25th 1859

Standing up the bay. About 8 o'clock it fell calm: let go the port anchor. Had divine service.

Chesapeake Bay.
Monday, Sept. 26. '59

Commenced, weather clear and wind light. From 8 to 12 worked up the bay in charge of a pilot. At 9 had general quarters at which the acting midn. and crew were exercised at target firing. Unbent the stunsails. Got out and sent a kedge to the starboard goose wing, ready for letting go.

From Mer to 4. unrove stun. sail gear. Standing up the bay. At 4 Thomasis Point on the port bow. Between 4 and 6 hauled up the weather clew of mainsail. At 6 mustered at quarters. From 6 to 8 braced up and set the lee clew of mainsail From 8 to 12 Standing in for the Naval Academy. Got aground. Lost a kedge

Annapolis Harbor.
September, 27. 1859.

Commenced with a light wind: At our 4 AM. called all hands. up anchor. Made sail, and got up the kedge. stood in for the anchorage. At 6½. let go the port anchor in the Severn River. At Leur down t-gallant and royal yards, and unbent the Sails.

" " "

Respectfully Submitted
N. W. Thomas.

U.S. Ship Plymouth
September 27th 1859.

Standing and Running Rigging of the

[illegible] States Ship [illegible]

Cruise of 18[illegible]

Part I. Standing Rigging.

Bowsprit and Head Booms.

- Bowsprit Shrouds set up with thimbles to shackles attached to a band or iron collar on the bowsprit. Only one pair. They are one third chain. Inner ends hook to eye-bolts in the bows.

2 Inner and Middle Bobstays are both of chain and shackle to the cutwater, one above the other. The first sets up with hearts to an iron collar with a hinge in it passing around the bowsprit. The outer bobstay sets up in the same manner to the same collar to which set up the bowsprit shrouds.

3 Cap Bobstay is shackled to the cutwater, and sets up with hearts to an iron plate running fore and aft and bolted to the under side of the bowsprit cap. It is also of chain.

4 Fore Spring Stay is rove over a thimble shackled to the end of a band that passes under the bowsprit, and comes out on the upper side of the bees. It is wormed and served in the wake of the thimble, and its upper side is covered with a chafing mat as

high up as the topmast staysail sheet.

5 Fore Stay is similar to Fore Spring Stay, comes down to the bees forward of it and on the Starbard side.

6 Fore Topmast Spring Stay reeves over a metallic sheave in the bees on the port side of the bowsprit, and is leathered in the wake of the sheave. It then goes under a roller underneath the bees, in a band, and is shackled to a length of chain that hookes to an eyebolt in the bows.

7 Fore Topmast Stay reeves over a sheave in the bees on the Starbord side of the bowsprit, under a roller opposite to the one on port side, mentioned above— and sets up in the same manner as the Spring St

8 Dolphin Striker hooks to an eyebolt in the same band to which the Cap Robstay sets up

9 Half Spritsail Yards are hooked to eyebolts in the edges of the bees. Routine of rigging— 1 strap for Jib Guys, 2, strap for bull's eye for flying Jib Guys, 3 Jumper.

10 Martingale Backropes of chain. The forward ends hook with sister hooks to the collar on dolphin striker, and the after ends set up to eyebolts in the bows by lanyard passed between a span link in the end, and a hook on an eyebolt in the bows.

11. The Jumpers fit on the ends of the Half Spritsail Yards with eye splices: out side of all. They lead through bull's eyes hooked to the cutwater, (leathered in the wake of hole in bull's eye) and set up with bull's eyes to eyebolts in the bows.

12 Bowsprit horses or manropes are hooked to eyebolts in forward side of bowsprit cap. They lead inboard over the rounded ends of the terminations of the hammock nettings, and set up to staples inboard. These support the fore topmast staysail netting.

Jib-boom

1 Iron collar for Martingale Stay goes over the boom-end first and is covered with canvas.
Jib-boom Martingale Stay is of chain and hooks to this band with sister hooks. The other end hooks to the collar on the dolphin-striker.

2 Footropes go over the boom-end with a ~~cut eye~~ cut splice, and are seized to eyebolts in the after side of the bowsprit cap.

3 Jib guys go over the boom end with a cut splice. Then through both bights of a double strap on the spritsail yard next to shoulder. The strap goes over the yard while the guy goes under it. The parts of the strap are marled together.

4 Jib Stay serves through the inner sheave hole in the jib-boom end, and is served and covered with leather in the wake of sheave. It goes under snatch cleat on port side of Dolphin Striker, thence through a bull's eye seized to a fairleader on the port side of bowsprit, and sets up to a bar of iron secured to the bows in the head.

5 "Fore Top gallant Stay reeves over the outer sheave in the jib-boom end - Wormed and served in the wake of sheave - It goes under a snatch cleat on port side of dolphin striker, thence through the lead on port side of bowsprit and sets up with bull's eyes in the lead.

6 "The centipede or jackstay has its legs at the outer end seized to the jib guys. "The legs of the inner end are seized to eye-bolts in the after side of bowsprit cap.

Flying Jib-boom

1 Foot-ropes go over with a cut splice, wormed and served - The other ends are seized to the jib Guys.

2 Flying Jib Guys go over with a cut splice wormed and covered. served They reeve through bull's eyes near the ends of the Spritsail Yards, and set up to eyebolts in the bows.

3 Flying Jib Martingale Stay goes over with an eye splice, wormed, served and covered. It leads through next to lowest snatch cleat (on the star-side of dolphin Striker) and sets up with bulls eyes in the lead -

4 Flying Jib Stay reeves through the inner sheave hole in the jib-boom-end, thence under snatch cleat on the dolphin striker, and sets up with bull's eyes in the Lead.

bulls' eyes in the royal rigging close to the eyes of the rigging, and set up through bulls' eyes upon the eyes of the lower rigging

Bowlines.

Fore - An eye is spliced in the end of the bowline. The eye goes over the toggle upon the bridle. The legs of the bridle are clinched to eyelet holes in the leech of the sail: the toggle travels with a thimble upon the bridle. The bowline reeves through one sheave of an iron strapped double block that hooks with sister hooks to an eyebolt on the upper side of the bees, and in through a hole in the bulwark, upon the forecastle -

Main - A bulls eye travels upon the bridle with a thimble. The bowline has a single block strapped into its end, through which a whip is rove. The standing parts of the bowline and whip are made fast together, weather and the whip is hauled out and belayed. The main bowline is unrove upon taking ship and the opposite one, rove.

Fore & Bowlines - The Fore and Main toggle to the bridle, The toggles travelling upon the bridle with a thimble. The fore, reeves through one sheave of the block upon the bees through which the fore bowline reeves, and in upon the forecastle. The Main, reeve through single blocks under the after part of the fore top, and on deck. The Mizen is attached to the sail in the same manner, reeves through the inner sheave of the crossjack leaders,

upon the spider band of the main-mast, and on deck.

Top Gallant Bowlines – toggle to the leaches. The fore, reeves through single blocks seized to the jib guys, and on deck: the main reeves through the outer sheave in the after chock of the Fore topmast Crosstrees, and on deck. The Mizen reeves over the outer sheave of the double block upon the after main topmast shroud.

Topsail Tyes and Halliards –

The Topsail Tyes are hide rope.
The Fore and main reeve from aft, forward through the gin blocks, from aft, forward through the tye blocks, up through holes made by scores in the heels of the topgallant masts, and clinch to each other abaft the topmast head. The mizen is single, reeves from aft forward over a sheave in the topmast, and hooks with sister hooks to the slings of the yard. The lower ends of the topsail tyes have thimbles spliced in. to which hooks with sister hooks the fly blocks. These Fly blocks travel up and upon the travelling backstay: on the mizen, upon the backstay itself.
The Fly blocks are iron strapped. The Gin Blocks are shackled to eyes in an iron band going over the topmast Cap.

Topsail Halliards. The standing part is made fast to a single block in the chains, reeves through the after sheave in the fly block, through the single block, through the double block, and to the deck.

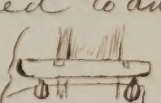
Topgallant Tyes and Halliards

Tyes hook with sister hooks to the slings of the topgallant yard, reeve over sheaves in the upper part of the topgallant mast, and down. The double block of a luff tackle purchase is tailed on to the tyes: the single block is hooked to an eyebolt in the top (eyebolt a or b in the plate page
The fall leads on deck.

Royal Yard-ropes and Halliards

The yard ropes hook with sister hooks to eye bolts slings of the royal yards, lead through sheaves in the royal mast heads, and down. On the fore and main, jiggers are tailed on for halliards: on the ~~Mizen~~, none.

Running Rigging of the Head Sails.

Fore Topmast Staysail Halliards. The standing part is made fast with a lashing eye abaft the mast head, to the fore topmast spring stay. It then passes forward on the port side of the mast head, is drawn in to the stay by a lashing, reeves through the single block at the head of the sail, back through a single block hooked to an eyebolt under the topmast trestle tree, forward of the mast, through another single block hooked to an eyebolt under the opposite end of the trestletree,  and ondeck -

Sib Halliards The standing part is made fast to the collar of the fore topmast stay, leads forward on the starboard side, is drawn in to the Stay by a lashing, and thence on the starboard side of the mast as is

described above for the staysail halliards on the port side.

Flying Jib Halliards- The standing part is clinched (inside clinch) to the head of the sail, reeves through a single block on the port side of the topgallant-mast head, thence on deck.

Sheets-

Topmast Staysail sheets are whips and pendants, pendants are shackled to the sail

Jib Sheets are the same as the topmast staysail sheets.

Flying Jib sheets are in one piece. They are middled, and have a thimble and sister-hooks turned into the bight. They reeve through bull's eye leaders upon the half spritsail yards, thence through the bulwarks on to the forecastle. The bull's eyes are fitted into both bights of a double strap.

Down hauls.

Topmast Staysail Downhaul is clinched to the lead of the sail, rove through two or three of the upper hanks, through a single block hooked with sisterhooks to an eyebolt in the bees-port side- and on deck.

Jib Down haul is clinched to the lead of the sail, rove through two or three upper hanks, through a single block that is seized into the bight of a strap going over the boom end, and on deck. The block is on the port side of the boom.

Flying Jib Downhaul – in the same manner as jib downhaul; the strap of the single block going over the flying jib-boom end, and the block lying on the starboard side of the boom.

Jib Brails are middled and seized to the leach of the sail, reeve through single blocks hanging one on each side of the luff, through single blocks hanging one on each side of the stay, near the tack, thence on deck.

Square Sails

Tacks and Sheets.

Fore Tack the standing part goes over the fore tack bumpkin with a running eye. It reeves through the tack block shackled to the clew cringle, then through the bumpkin block, which is strapp'd and fitted to the bumpkin with lock thimbles, thence through the bulwarks on deck.

Main Tack hooks with sister hooks to an eyebolt in the water ways, through the tack block, through another block hooked to an eyebolt a little abaft the former eyebolt, and belays.

Main Sheet the standing part is hooked with sister-hooks to an eyebolt outside the ship, reeves through the sheet blocks, through sheaves in the bulwarks and belays.

Fore Sheet in the same manner; the sheave in the bulwarks being forward of the gangway.

Topsail Sheets. The standing part is made fast around the yard arm. It then reeves through the sheet blocks which hooks with sisterhooks to the clew cringle, through a sheave in the yard arm, through the quarter blocks and on deck.
Mizen topsail sheets are single and hook with sister-hooks to the clew.

Topgallant sheets. The standing part hooks with sister-hooks to the clew of the sail. It reeves over the sheave in the yard, through the after sheave of the quarter block, and on deck.

Royal Sheets reeve from the deck up through the lubbers hole, through the after sheave of the quarter block, over the sheave in the topgallant yard, and toggles to the clew.

Clew Garnets and Clewlines.

Fore clew garnets are clinched to the legs of the patent trusses, pass forward of the yard, between it and the sail, through the block at the clew, through the clewgarnet blocks, which are hooked to eyes in the truss bands, and on deck
Main clew Garnets in the same manner—

Topsail Clewlines clinch to the tye bands, reeve through the blocks at the clews, through the forward sheaves of the quarter blocks, and on deck.

Topgallant Clewlines — The standing part is clinched to the clew, reeves through the forward sheave of the quarter block and on deck.

Royal Clewlines are to the clews, reeve through the quarter blocks. The fore and main belay on deck; the mizen belays in the top.

Leechlines

The leechlines clinch to the cringles upon the leeches, reeve through leaders seized to the jackstay and lying forward of the sail, reeve through double blocks hooked to eyebolts under the forward horns of lower crosstrees, and thence on deck.

Buntlines

Fore and Main Buntlines are toggled to the foot of the sail, reeve through double blocks under the forward part of the tops, one block on each side; and lead on deck abaft the sail. The Main are fitted whips and shoe blocks. The buntlines reeve through one sheave, and the whips, through the other. The standing parts of the whips are made fast to the Main Stay and Spring Stay; the hauling parts belay to cleats lashed to these stays respectively.

Topsail Buntlines reeve through the outer sheaves of treble blocks hooked to eye bolts or staples in the heels of the topgallant-masts. They toggle to the foot of the sail.

Topgallant Buntlines - Fore and Main are made fast to buntlines bridles or spans which to the foot of the sail, reeve through the under sheaves of metallic blocks, sister blocks, at the topgallant mast heads, and thence lead on deck. On the Fore the block through which the buntline leads is on the star-

Yard side side: on the Main, it is on the port side. The Mizen Topgallant Buntline leads in the same manner, when rove—

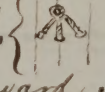
Clew Jiggers and Bunt Jiggers.

Fore clew Jiggers are used also for the "inner halliards" and for the fore reef tackles. They consist of two single blocks, the upper one being hooked under the forward part of the top. In furling, the lower one leads forward of the sail and hooks to a thimble at the clew.

Main clew Jiggers are the same as the fore, except that the upper blocks hook to pendants attached with running eyes to eyebolts under the lower cap. This is used also for the reeftakle.

Topsail clew Jiggers consist of two single blocks. In furling the upper blocks hook to eyebolts under the topmast caps; the lower, lead down and hook to thimbles in the clews.

The Fore and Main Bunt jiggers are gun tackle purchases The upper blocks hook to eyebolts under the forward part of the tops and the falls lead on deck.

Topsail Bunt jiggers are single whips. They hook in furling to the gluts upon the after side of the sail,  and in reefing to the lower gluts upon the forward side of the sail. They reeve through the middle sheaves of the blocks at the heels of the topgallant masts. The ends are fitted whips, and are tended in the tops

Top Gallant Bunt whips reeve through one of the sister blocks at the topgallant-mast head; and are tended in the tops.

Spanker and Main Brysail.

Rigging of Spanker-boom.

1 Iron band with eyes upon its opposite sides goes over the boom just over the taffrail.

2 Grommet Strap with a thimble in its bight goes over about ¼ the length of the boom from the mast. The thimble is under the boom, and is a leader for the outhaul.

3 Foot-ropes go over with a cut splice, the splices being wormed and served. The enns have eyes spliced in them and are lashed to the eyes in the iron band.

4 Topping lift goes over the end of the boom with an eye splice, reeves through a hole in the end of the gaff, through a single block hooked to an eye-bolt under the after-chock of the mizen t.m. crosstrees. The double block of a luff purchase hooks to a thimble in the end of the lift, and the lower to an eyebolt (a or b) in the tops.

5 Boom Sheet and Guys are middled, and go over the boom end with a cut splice, reeve through the upper sheave hooked with sister hooks to an eyebolts in the quarters, through the single blocks hooked with sister hooks to eyes in the iron band, and through the remainning sheave of the double block. The blocks are iron strapped.

Gaff. The gaff travels with jaws upon the spanker-mast.

Spanker-mast is stepped in a socket upon the boom
The head is supported in the after
chock of the lower trestle trees.

Throat Halliards consist of a single and double block.
The double block hooks to an eyebolt under the after
part of the lower cross trees: the single to an eyebolt
in the gaff. The hauling part leads through the
after sheave of the double block.

Peak Halliards go over the gaff with an eye splice, reeve
over the port sheave of a double block hooked to an eye
in the end of an iron band bolted to the top of the
mizen lower cap, through a single block that goes
over the gaff with a grommet strap, through the
starboard sheave of the double block and down.
The falls of both this, and the throat halliards are
kept hauled up in the top.

Peak Brails are middled and stopped to the leech, at a
distance from the peak, a little less than half the
length of the head of the sail, reeve up through
cheek blocks upon the gaff, right above the middle
of the head, down through sheaves in the jaws, and
on deck.

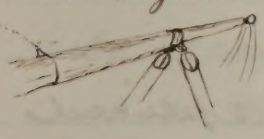
Throat Brails are stopped to the leech at a distance,
a little less than the length of the head of the
sail, reeve through single blocks hooked with sister=
hooks to eyebolts in the jaws, and on deck.

Body Brails are stopped to the leech, reeve through
single blocks upon the mast hoops, ¼ the distance
down, and on deck.

Foot Rails are stopped to the leech, reeve through single blocks upon the masthoops & the dist. down, and on deck.

Outhaul goes over the boom with an eye splice, reeves through a single block hooked with sister-hooks to the cringle in the sail, and through the sheave and the leader of the boom.

Vangs A large eye is spliced in one end, and a single block, thimble and sister-hooks seized into it. Another single block hooks with sister-hooks to eyes in a collar going over the gaff-end.



The first block hooks to an eyebolt in the quarter. The vang reeves first through the block at the gaff-end, then through the first block, and belays.

The Main Topsail hauls in and out upon the gaff.
Topsail-Mast

Slings of the gaff are of chain. The throat slings hook to an eyebolt in the jaws of the gaff, and to an eyebolt under the after chock of the lower trestle-trees. The Peak slings hook to an eyebolt in a band going over the gaff, and to an eye in an iron plate on the after rim of the tops.

Vangs hook to eyebolts in the water ways, reeve through single blocks hooked to the collar on the gaff, and down.

Outhaul hooks with sister-hooks to a thimble in the peak, reeves over a sheave in the gaff, through a single block hooked with sisterhooks to an eye-bolt in the after and on deck.

Brails— There are no peak nor body brails. The throat brails are the same as those of the spanker, except that the leaders are strapped to eye-bolts in the jaws instead of hooking with sister-hooks.

The Sheets are gun tackle purchases.

Square Sails {Continued}

Reef Pendants and Tackles—

The fore and main reef pendants are spliced into the cringles in the leeches, and rove through the reef pendant blocks — blocks lying on the after sides of the yards— The ends are fitted with thimbles, and stopped to the jackstays. In reefing the fore and main clewjiggers hook to these thimbles.

Topsail Reef Pendants are clinched to the cringles in the leeches, rove over sheaves in the yard arms, and have thimbles and swivles turned into their ends. To these thimbles hook the reef hurtons, the upper blocks being hooked to thimbles g in the straps going over the topmast heads on top of the rigging. These upper blocks can be hooked to eye bolts in the topmast caps.

Studding Sail Gear.

Lower Studding Sail.

The halliards reeve from the deck through the lower sheave of a fiddle block strapped into a pendant which hooks to a strap going over the topmast head, down through the halliard block on the t. m. s. boom, forward of boom, and bends to the yard.

Outhaul hooks with sister hooks to the tack of the sail, reeves through a single block, iron strapped, hooked to an eye on the end of the lower boom, and through a leader tailed on to the strap of the lower dead eye of the main rigging, and on deck through the gangway.

Clewline is to the outer clewline of the sail reeves through a single block the strap of which goes over the inner yard arm, through a single block seized to the collar of the spring stay, and on deck.

Inner Halliards. The fore clewjigger is used for this purpose, one block hooking to the inner corner of the sail, and the other to an eye-bolt under the forward part of the top.

The Sheets are middled and seized to the inner clew of the Sail. One end leads over the rail, and the other under a sheave in the bulwarks.

Rigging of Lower Boom.—

Topping lift hooks to a band on the boom, reeves through a clump block on the lower yard arm, through the after sheave of a double block hooked to an eyebolt in the lower cap, the leader for the lower lift, and has a thimble into the lower end — The single block of a luff tackle hooks to this thimble: the double block, to an eyebolt in the deck.

Forward Guy — The standing part is hooked to an eye bolt in the bees, reeves through a single block on the boom, hooked to an eye in the same band to which hooks the topping lift, back over a horizontal sheave in the fore and aft piece on top of the bowsprit, and in along the bowsprit upon the forecastle.

After Guy — Standing part is hooked to an eyebolt in the side of the ship-out side-, reeves through a single block hooked with sister hooks to the same band as the forward guy, and in over a sheave in the bulwarks.

Topmast Studding Sail — Boom In and Out Riggers.

These are gun tackle purchases. One blocks hooks to the hurton strap or to a loop around the strap, between the thimble and the yard, and the other, the heel of the boom.
The hauling parts then lead through single blocks on the [illegible] chain sling, and on deck.

In furling these become the boom tricing lines. The inner blocks are then hooked to eyebolts under the tops.

Halliards reeve through blocks hooked to eyebolts in the topmast caps, down forward of the topsail yards, through jewel blocks on the yard arm and are bent to the Yard. Stunsail

Downhaul is bent to the outer yard arm, reeves through a thimble seized to the outer leech, through a single block at the tack, down forward of the boom through a leader on the opposite side of the forecastle.

Back - hooks to the outer clew, with sister hooks, reeves through a block at the end of the boom, through the inner sheave of a double block tailed to the forward shroud of the main rigging and belays.

Boom brace goes over the boom end with a running eye, and reeves through the same block that the back reeves through -

Sheets are seized to the inner clew of the sail on a bight. The one called the deck sheet is taken on deck, and belayed through an eyebolt near the mast. The short sheet reeves through a bull's eye leader on the quarter of the yard, and belays in the tops.

Halliards

Top Gallant Studding sail, reeve from the deck through a span blocks at the topgallant mast heads. These blocks are seized into the bights of grommets going over on top of the rigging: one block on each side of the mast-heads. The halliards then reeve through the jewel blocks, and bend to the Stun. sail yards.

Sheet is spliced into the clew of the sail and leads into the top. The main, leads through the lubber's hole and belays through an eye bolt in the deck, near the mast.

Tack is to the outer clew, reeves through the block at the end of the boom, through a leader at the top rim and belays in the top.

Downhaul is to the iner yard arm and belays in the top.

Top Gallant Studding sail boom In and Out Jigger is a single whip: the block is hooked to burton strap; and the Standing part is to the heel of the boom. The hauling part reeves through a leader upon the forrard topmast shroud, and

The in and out jiggers are the boom tricing lines. When used for this purpose, the block is unhooked from the burton strap, and allowed to hang loose at the heel of the boom.

Topmast and Top Gallant
Studding sail booms.

U.S. Frigate Constitution

U. S. Frigate Constitution. 1861

scale 8 feet to an inch.

Ballast

15 Tons in Spirit Room—

4 Tons aft of Magazine

Anchors

Port sheet—	weighing	6914 lbs.
Starbard do—		6321 "
Port Bower—		7134 "
Starbard do		7094 "
Stream Anchor—		1692 "

Cables and Hawsers

2	Sheet Chains	2 inches	165 fathoms	each
2	Bower "	2 "	150	"
1	Stream "	1¼ "	120	"
1	Messenger—	Hemp 13 "	120	"
1	Hawser	" 10 "	120	"
1	"	" 8 "	120	"
1	"	" 6 "	120	"
1	"	Manilla 10 "	120	"
1	"	" 8 "	120	"
1	"	" 6 "	120	"
2	Towlines	" 5 "	120	"
1	"	" 4 "	120	"
1	Chain for Launch	¼ "	50	"
4	Kedges	1000—910—939—+503—		"
2	Grapnels	weighing 100 + 60		lbs.
5	Boat Anchors	200—150—115=95=+70		"

Tanks

In number

contents			31946	Gallons
15	Casks	100 galls each	1500	"
6	"	80 "	480	"
12	"	60 "	720	"
16	"	40 "	640	"
30	"	20 "	600	"

Total gallons of Water -- 33886.

Passage
After Magazine
Passage
Spirit Room
Shot
Chain
Locker
Passage
Forward Magazine
Passage
Constitution's Hold.
Plans of the Tanks.

ARCHIVAL QUALITY
PERMANENT

Tuesday August 30. 1859.

Commenced and continued fair: Wind on the Starbord quarter. Ship going W.b.N. At 9, inspected at quarters, and had fire quarters - Exercised Starbord watch of main at sending down yards—

Latitude - 23° 26'
Longitude - 36° 29'

Wednesday August 31. 1859.

Commenced as previous day ended.

Latitude 23° 36'
Longitude 39° 55'

Thursday September 1. 1859.

Commenced with y Sent breeze right aft. At 9, inspected crew at quarters. Made and reduced sail as occasion required. At 6, mustered at quarters -

Latitude - 23° 33'
Longitude 43 7' 35"

Friday September 2. 1859

Commenced and continued fair - About 11 A.M. the Aurora Borealis appeared with unusual brilliancy. Day ends as it commences—

Latitude - 23° 54'
Longitude 46 49

Journal of a cruise in the U.S. Packet Ship [illegible]

At Sea, Saturday September 2. 1859.

Commenced and continued with an eight knot breeze ~~course~~ from the E.N.E. Course W.N.W. Weather clear — At 9, inspected at quarters: sent down mizzen royal yard and the midn exercised in furling the sail. At 1.30 P.M., hauled up the weather clew of mainsail — Exercised the acting midn of the watch in furling mizzen royal. At 4.30 sent aloft and crossed the royal yard and set the sail — At 6 P.M., inspected the crew at quarters — From 6 to 8 as per Log. At 6.30, braced in and set the weather clew of mainsail

Latitude —
Longitude

At Sea, Sunday, August 4. 1859.

Commenced with a nine knot breeze: course W by S ½ S. Wind E. At 7.10 braced around the yards. At 9.30 inspected at quarters — At 10. called all hands to muster — At 10.30, Divine Service was performed. At 10.40 got the boom on the quarter and set the spankers. At 11.10 braced in, hauled up the spanker, set the port stunsails, hauled down the main topmast staysail and stood before the wind. At 1. hauled down jib. At 1.15 clewed up mizzen topsail & topgallant sail. At 1.30 took in all the port stunsails, and braced upon the starboard tack. Set the spanker, hoisted the flying jib and sheeted home the topgallant sail and royal.

Latitude — 24° 31'
Longitude — 5-3 8'

At Sea Sept. 5th 1839.

Commenced with an 8 knot breeze, from the E.N.E. Course N.W.b.W. From 4 to 8 wind baffling. At 5.30 took in the starbord studding sails, and at 7 set the port ones— Brailed up jib and hauled down flying jib At 9 A.M. inspected at quarters. At 9. 15. set all the starbord studding sails and set all the port ones— Set Jib, Flying jib, and mamtopmast staysail. Set up fore and main storm staysail stays and bent the sails. From 8 to mer. passed a great deal of gulf weed. Exercised the 3d. Class at loosing and furling the mizzen royal. The 1st and 2d classes of the watch employed at rigging spare yards—

Latitude
Longitude.

At Sea, Sept 6th. 1839

Commenced, ship going 8.2: Course N.W.b.W. Wind E.N.E. Between 8 and meridian, a brig in sight. From mer to 4, Acting midn. of 1st and 2d. classes employed at rigging spare yards— Passed much gulf weed— And so the day ends—

Latitude—
Longitude—
Distance to cape Henry by course 1080 miles—

Journal of a cruise in the U. S. Revenue Ship

At Sea Sept 7. 1859.

From 4 to 8 as per log. Made two sails: a ship on the starboard bow and a brig on the port quarter. Hoisted the fore topmast staysail. At 8, ship bore W.b.N.
From 8 to 12 as per log: At 9 called all hands to quarters - A large ship in sight on the port bow. At 9.45 - exchanged colors with said ship. Passed a quanty of Gulf weed - Acting midn of 1st and 2d classes employed rigging spare yards - From mer to 4 as per log. A slight rain squall passed near: The Acting midn employed spare royal yds as topsail yards - From 4 to 6 two sail in sight: two and three points on the weather bow. From 6 to 8 A sail in sight two points on the weather bow. From 8 to midnight as per log -

Latitude -
Longitude -

At Sea, September 8. 1859

Commences, Ship going 7 knots, course N W b W ½ W. Wind E.b.N. At 8 40 hauled down jib and flying jib. At 9 inspected at quarters - Exercised No 8 gun at dismounting gun - With the Grolet purchase - Between mer. and four, set jib and flying jib & weather clew of mainsail At 3. braced up. Acting midshipmen of the 1st and second classes employed, at rigging spare yards - A ship in sight on the starboard quarter - At 6 mustered at quarters.

Latitude
Longitude

Plymouth — Commences Thos. E. Bowers

At Sea, Friday Sept 9. 1859.

Commences ship going 6 & course N.W. Wind E.N.E. At 5 lightning seen on both bows — At 7 braced up the yards. At 9.30 took in lower studding sail, and braced ups At 10 30 took in all the studding sails and braced sharp up — At 12 set starboard topmast and top gallant studding sails — At 9 30 inspected at quarters — From 4 to 6, took in royals, and hauled down flying jib. At 6 went to quarters: ~~took~~ set royals and flying jib. At 11.20 took in Royals and flying jib, to a squall of wind that passed from the Sd. & Ed —

Latitude ~~Satur~~
Longitude

At Sea, Saturday Sept 10. 59

Commences as per cols — At 12 30 set royals and flying jib. At 5 set starboard topmast and top gallant stun. sails. At 9. 30 took in t'gallant stun sails. At 3 discovered a sail: one point forward of weather beam — At 5 hauled down fore topmast studding sail, and at 7 set it again. A schooner off the weather beam standing west. At 1, set flying jib: at 2 30: Royals and topgallant sails — At 3 took in royals and t'gallant sails. At 11 30 took in Royals and Flying Jib. Shortened sail to a squall — Made sail to t'gallant sails, fore topmast stays'ls, and maintopmast stay sail — Sail in sight to windward —

Latitude —
Longitude.

Journal of a cruise in the Sch. R. Porter

At Sea, Sunday September 11. '59

Commenced, ship going 5 knots, N.N.W.½.W, Wind E.N.E.
At 12 20 braced in: at 2 20 braced up.
At 6 set Royals, flying jib and spanker. From 8 to
Mer, set up fore royal backstays Inspected
crew at quarters Hoisted fore topmast stay
sail, and flying jib. Loosed main topmast
staysail to dry. Performed divine service
An occasional bunch of gulf weed.

Latitude
Longitude

At Sea. Monday September 12. '59

Commenced, Ship going four knots, course N.W.b.W. Wind
W.S'.W. ~~Four~~ Hauled down topmast and t'gallant stun.
sails and furled the royals. At 5 set the royals and
at 6 took them in again. Stowed flying jib. At 8.50
set the fore topmast staysail, royals and flying jib. At
9 went to quarters. From mer to four, furled the royals, and
clewed down, to a squall. and single reefed the topsails.
At 5 took in the spanker. At 5 50 turned the reefs
out of the topsails mustered at quarters. From 8 to 12
hauled down flying jib and took in the Royals at 8.45.
Afterwards the main topsail and t'
gallant sails The weather was squally, and
just before 12, hauled up the mainsail, and
clewed down the topsails. Large ship passed to
leeward.

Latitude 34° 04'
Longitude 72 20

Ship Plymouth. Commander T. F. Craven

At Sea. Tuesday. Sept 13. 1859

Commenced with a squall from S.W. Course N.W.½N. Took two reefs in the topsails, set the mainsail and hauled down the jib. Between 8 and Meridian, set the flying jib and main topmast staysail. At 2 set topmast and to'gallant studding sails. At 2 00 took them in again. Exchanged colors with an American Hermaph. brig. At 4, a brig on our lee bow. Clewed down Royals and hoisted them again three times during the watch. From 4 to 6 made a sail ahead. At 6 mustered crew at quarters. From 6 to 8. made and reduced sail as the weather required: two sail in sight. At 8 30 furled the Royals. At 10 the temperature of the water showed that the ship had passed the Gulf Stream.

At Sea Wednesday
Sept 14th 1859.

Commenced, ship going 11 knots, close hauled Force of wind 4. Took in the main topmast staysail. At 12 30, wind hauled to the northward: tacked ship. At 3 got a cast of the lead. no bottom at 90 fathoms. At 9 30 set Royals and flying jib And main topmast staysail At 11 got a cast of the lead in 13 fathoms: bottom shells and yellow gravel. several sail in sight from aloft. At 3 30 P.M. braced a-round to a light air from the Southward. Set all the port studding sails. Between 6 and 8 took in all the port studdingsails and set the

Latitude Longitude

Journal of Events in the U. S. Cutter Ship

At Sea.

Thursday Sept 15th 1859.

Commenced ship going 4 knots, course N. N. E. & N. wind S. S. W. At 3.30 got the port anchor off the bows and at 3.40 took aboard a Hampton pilot. Standing in for Capes Henry. At two discovered Smiths I. light right ahead. At 10 clewed up and came to in 12 fathoms off Old Points Comfort. Veered to 50 fathoms of chain and sent down royal yards. At 2.30 set the jib. At 5.30 weighed anchor and shifted berth higher up the roads. Wind strong.

Hampton Roads.

Friday September 16. 1859.

Wind strong from Southward and Westward. Ship Rambler astern of us dragged her anchors and let go another.

Hampton Roads.

Saturday, September 17th 59

Commenced, wind E.S.E: force 4: weather &c. At 9 inspected crew at quarters. Braced the yards to steady the ship and sent the t'gallant stud. sails down out of the tops. From 4 to 6 wind blowing in puffs. At 6 mustered crew at quarters. At 6.15 2d cutter returned from shore.

Hampton Roads.

Sunday September 18.

Commenced with a N. W. wind. force 4. At 8. loosed sail to dry. At 9.30 inspected at quarters: and At 10 performed divine service.

Plymouth: Commander T. T. Craven.

Hampton Rhodes, Monday,
Sept 19. 1859.

Commenced with a light wind from the S.S.W. Between four and eight, scrubbed hammocks and washclothes. At 2 a lighter from Gosport Navy Yard was towed alongside. Received from her the following articles: 200 fathoms 1¼ inch Manilla rope, and one piece of yellow pine; 12 Glass half posts; 100 lbs sheetlead, 8 sheets of copper, 2 papers of copper tacks, 6 papers of springs, 6 lbs 4 penny nails — carpenter's dept. 30 kegs of powder, 32 composition blocks, 100 round shot, and 1 handspike — gunners dept. In pursers dept. 7 bales clothing, 4 bbls. whiskey, 2 bbls. molasses, 6 bales small stores, 15 bbls beef, 10 of pork 4 of flour, 745 lbs of rice, 311 lbs dried apples, 253 lbs of sugar, 169 lbs tea, 300 lbs butter, 148 gallons of beans. At 3h 43m got underway and stood down towards the Horseshoe. Private Flacker, Marine was transferred to the marine barracks at Gosport yard: his term of service having expired. From 4 to 6, standing out of the Rhodes under topsails and topgallant sails. At 7 hauled up courses and backed the main topsail. Discharged Hampton pilot, and took on board bay pilot. Filled away and made sail to royals: standing up the bay.

Chesapeake Bay, Tuesday Sept. 20th 59

Commenced cloudy. At 8 arrived off the mouth of the Patuxent. At 8h 30m tacked ship and kept away. At 9.30, shortened sail, and let go the port anchor in 7 fathoms of water: and moored to 2 7 fathoms of chain. A steamer standing up the bay showed number 111. Showed our number.

Observations of the crew on the U.S. ship

At 11, exercised at firing at target. Boom mer. to 4 sent after the target, which was pierced by two balls. The buoy attached to the anchor was also shattered by a ball. At 6 mustered at quarters.

Mouth of the Patuxent,
Wednesday Sept 21. '57

Commenced cloudy. Set out a target at 1000 yards for the great gun exercise. At 9 went to general quarters and exercised the midn. and crew at firing at the target. 12 rounds were fired by the former and the same, by the latter. At 10.30 called all hands and exercised at making and taking in sail. At 11.30 furled Royals and t'gallant sails. At 11.30 called all hands and furled topsails and courses.

Mouth of the Patuxent,
Thursday Sept. 22d. '57

Day begins cloudy. At 9 inspected at quarters, and fired at target. At 11 loosed sail — Sent down the Mizzen t'gallant, royal, and topsail yards, and struck the mizzen top gallant mast.

Mouth of the Patuxent,
Friday, September 23d.

Day begins cloudy. At 9 went to general quarters, and exercised, at firing at target.
Between 10 and 12 A.M. hauled the mizzen topmast, and sent it up again. In the afternoon, sent up and rigged the t'gallant mast, and crossed the top-sail, t'gallant, and royal yards.

4. Fore Royal Stay reeves through the outer sheave hole, and thence in the same manner as the flying jib stay.

6 The outer legs of the centipede are seized to the flying jib guys. The inner ends to the flying jib-boom iron.

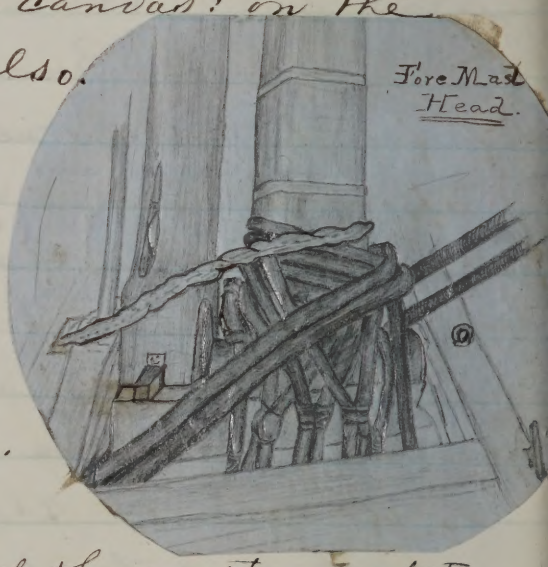
Lower Rigging.

1. Mast-head Pendants go over the mast-heads next to the bolsters; one forward of the mast, and one abaft it; one piece of rope forming two pendants. They are spanned together on each side of the masthead, and the eye formed is covered with canvas. The after pendants are the longer. On the Mizen-mast, there are but two pendants, one on each side. They are fitted to the mast-head with a cut splice, wormed, served and covered—

2 - Shrouds. Three pairs and an odd one on the fore and main masts, two pairs and an odd one on the mizen. They go over in the order of No 1 pr Strbd. side, No. 1 pr. port side, no. 2 strbd. No 2 port, &c. The odd shroud goes over forward of the mast, and its parts are spanned, across abaft the mast head = Making a "horse shoe eye". All the lower rigging sets up in the chains with dead eyes. At, and in the neighborhood of the mast-heads, it is wormed served and covered.

3. Fore and Aft-Stays go over the mast heads with lashing eyes. The Spring Stays go over first. "There is no Mizen Spring Stay" The Stays and Spring Stays are lashed together by lashings passed through the eyes in the ends of each leg, and by seizings on each side of the mast-head.

4. Chain Strap for Yard Slings goes around the mast-head above the rigging, and connects with the sling by a triangular link. The slings are also of chain, and their lower ends are fitted with slip-Shackles. These hook to the slings of the Yard. The Strap is covered with canvas: on the fore and main, the slings also.



Topmast Rigging.

1 Burton Pendants go forward of the mast next to the bolsters, and the odd shrond goes abaft. There are spanned on each side, in the same manner as the mast head pendants - An eye which is wormed, served and covered -

2 Topmast Shrouds are fitted in the same manner as the lower shrouds: there being one pair and an odd one on each side; and the pair on the Starboard side going on first. They set up to bulls eyes in the futtock plates. The lower ends of the futtock rigging set up with lanyards to triangular links in the Spider band -

3. Topmast Backstays go over in the same manner as the shrouds. One pair on each side. They set up in the chains with dead eyes abaft the lower rigging. On the mizzen, the backstays are single: i.e. one backstay on each side.
Travelling backstays.

4 Fore and aft stays go over the topmast-heads with lashing eyes. The fore topmast has also the Jib Stay which goes over in the same manner and is leatlered. Sto mizen t. m. Stay. All the topmast rigging is wormed, served, and covered with canvas at the mast-heads.

5. Straps for Reef Tackle goes over the topmast-head above the rigging, and has a single block strapped into its bight on each side of the mast-head. On the Fore there are two straps: one to hook the pendant for the lower studding sailyards, and one for the top sail clew jigger: the latter goes on first.

Top Gallant Rigging.

1 The rigging is kept off the mast by means of a copper funnel attached to the jack.

2 Leather collar to keep the rigging off the funnel.

3 Top Gallant Stays go over with eye splices.
On the fore, the flying Jib Stay goes over in the same manner, and is leathered, instead of being covered with canvas.

4 Top Gallant Shrouds are in two parts, one forward of, and the other abaft, the mast, and are lashed together on each side. A clump or Salf sister block for the topgallant lift is seized in between the two Shrouds, one on each side. The lower ends reeve through holes in the topmast crosstrees, are drawn in to the mast by the futtocks staves of the topmast rigging and then set up in the tops with bullseyes.

5 Jacob's Ladders are lashed to the jacks by lashings through eyes spliced in their ends. The lower ends have eyes spliced in them also, and are lashed to the after topmast crosstrees. The Topgallant, like the topmast rigging is wormed, served, and covered.

6 Grommet straps for the top gallant studding Sail halliards go over the masts, with single blocks strapped into their bights on each side.

Royal Rigging

1 Royal Stays go over with eye splices.

2 Royal Shrouds and Backstays go over, one forward and the other abaft the mast. They are seized together on each side, with bulls eyes in between them for the royal lift. The Shrouds reeve through holes in the ends of the jacks, and set up with jiggers in the tops. The Backstays set up with bulls eyes in the chains.

The Royal Rigging goes over a copper funnel the same as the top gallant rigging.

Lower Yards.

Order of Rigging.

1 Sling Bands are at equal distances from the center of the Yard. To these, the span shackle or sling is attached. To the under sides are hooked the Topsail Sheet Blocks.

2 Truss Bands. To these the legs of the patent truss are secured. To the under sides are hooked the Clew Garnet Blocks.

3 Bending Jackstays go over with eye splices, wormed and served. The bending jackstay on each yard arm, is spanned to its mate on the opposite yard arm.

4 Reefing Jackstay is seized to the strap of the Lift Blk. It leads in along the yard abaft the bending jackstay, and is spanned to its mate. Both the Bending and the Reefing Jackstay have thimbles spliced into their inner ends.

5 Buston Straps is a grommet strap, leathered, and with a thimble in its bight.

6 Foot Ropes go over the yard arms against the shoulder, with eye splices: wormed and served. These on the fore yard are lashed to the legs of the patent truss, but are also spanned together by a lashing.

7 Stirrups are seized to the bending jackstay. Eye splices are in their lower ends through which the foot ropes are rove.

8 Straps for "Head Earing. Of small rope, wormed and served, and have thimbles seized into their bights on forrd quarter of yard.

9. Brace Block Strap is a grommet Strap, covered and fitted with lock thimbles.

10 Lift Block strap is a grommet strap, leathered, Lift Block is seized into the bight of the strap.

11 Lower-boom Topping-lift-Block Strap is fitted with lashing eyes. the strap is wormed and served.

The Main Yard has no lower boom topping lift block. The cross jack yard has no Jackstay, Burton Strap, Head Earing Straps, Lift-Block, blew Garnet Block nor Pacific Iron. The Brace Block is far enough inside of the sheave in the yard arm, to clear the main after back stays when the yard is braced up, and leads forward

Topsail Yards.

The Topsail Yards are fitted with Jaws and Parrels.

1 Tye Bands with tye blocks hooked to their upper sides, and quarter blocks, to their under sides. On the Mizen there are no tye blocks.

2 Bending Jackstay is of iron.

3 Burton Strap is similar to that of Lower Yard.

4 Foot Ropes go over with eye spliced. The inner ends pass around abaft the mast, and are lashed to the opposite quarters of the yards. In passing abaft the masts, the footropes are leathered together, thus forming preventer parrels.

5. Head Earing Strap is wormed, served, and has a thimble in its bight.

6 Brace Block Strap is wormed, covered, and had a thimble seized in its bight abaft the yard.

7 Lift Strap is leathered and fitted with a thimble.

8 Travelling Jackstay is ... for the heel of the top gallant studdnig sail boom to run upon. The outer end is ... seized to the bending jackstay, and the inner is spanned to its mate.

9 Jewel Block has a single strap and goes on the yard with lashing eyes.

11 Flemish Horses are spliced around thimbles ~~in~~ on the ~~boom ends to~~ pacific irons. The inner ends are seized to the bending jackstays.
The Main and Mizzen topsail yards do not carry jewel blocks. The Mizzen has no bunton strap nor pacific iron: the flemish horse being spliced into an eyebolt in the end of the yard.

Top Gallant Yards.

1 Tye Band is an iron band passing around the center of the yard; and has an iron link shackled into it on top of the yard. To this, hooks with sister hooks the Tye.

2 The Parrels consist of long and short grommets.

3 Rolling rope ~~Strap~~ or Tripping Decket.

4 Foot Ropes go over with eye splices. They are forrd of the mast, and lash to the opposite quarters of the yard.

5 The brace, and lift block straps are leathered to each other. On the Mizen, instead of the brace block strap, the brace itself goes over with an eye splice, and is leathered to the lift in the same way.

6 The Jewel Block goes on with lashing eyes.

7 The Snotter goes on before the lift and brace, it is spliced into a staple in the end of the Yard, and its inner end is stopped to the inner jackstay.

8 The Quarter Blocks hook with sister hooks to small eyebolts that pass up through the yard.
No Jewel Block on the Mizen topgallant Yard.

Royal Rigging {Yards}

The rigging of the Royal Yards is the same as that of the topgallant yards, except that the braces are single. The quarter blocks are also single.

— Stays —

The Main, and Main Spring Stays set up with screws to the forecastle bitts.

The Mizen Stay sets up on its own part, over a large thimble in the bight of a length of chain which hooks with sisterhooks to eyes in an iron band upon the Main Mast.

Main Topmast Stay and Spring Stay reeve over rollers in the after chock of the fore lower trestle trees, and on deck: where they set up on their own parts with bull's eyes.

Mizen topmast stay sets up with a bulls eye, to an eyebolt in the after lower crosstrees.

Main Top Gallant Stay reeves through a hole in the after chock of the fore topmast crosstrees up on its own part to a bull's eye attached to the span of the odd shroud of the lower rigging.

Mizen topgallant Stay, reeves through a hole in the ~~the same as the~~ main lower cap, and sets up in the same manner as the Main.
Main Royal Stay reeves through a bull's eye on the span of the fore topgallant backstay, and sets up in the same manner as the topgallant Stay.

Mizen Royal Stay reeves through a hole in the after chock of the Main topmast trestle trees cap, and sets up in the same manner as the topgallant stay.

La fin de la premiere partie.

Part II - Running Rigging.

Braces.

Lower -

1 Fore Braces reeve from the fife rail through a leader hooked to an eyebolt in the cheeks of the mainmast, under the top, through the brace block, back and clinch to the neck of the leader under the top. During the first part of the cruise, they were middled and clove hitched around the cratch of the Main Stay.

2 Main Brace - The standing part goes over the main brace bumpkin with an eye splice. It then goes through the brace block, through the leader on the bumpkin, and through the bulwarks.

3 Cross, Jack Brace, reeves through the outer sheave of a double block hooked to a ring in the Spider band of the main mast, through the brace block, and is clinched or hooked to the same ring to which the leading block is attached.

Topsail Braces.

1 The standg parts of the Fore, are spliced together abaft the Main topmast head. They are lashed to the Topmast Stays, lead through the brace blocks, through leaders upon the Stay, through leaders under the top, and on deck.

2 Main- The standing parts are sister-hooked to an iron traveller covered with leather upon the mizzen topmast. They then reeve through the brace blocks, through composition leaders upon the mizen mast, and on deck.

3 Mizen- The standing part is clinched to an eyebolt in the after part of the main topmast crosstrees, through the brace block, through the outer sheave in the after chock of the cross trees, and on deck.

Top Gallant Braces.

1. Fore- The standing parts are spliced together abaft the m. topmast head, and are lashed to the stay. They lead through the brace blocks, back through leaders on the stays, through two fair leading blocks under the trestle trees, and on deck.

2 Main- In the same manner as the fore, excepting through but one leader under the miz. t. m. trestle trees.

3 Mizen are single, and lead through the outer sheaves of double blocks lashed to the after shds. of the Main topmast rigging, thence on deck-

Royal Braces- are all single, and go over the yard arms with eye splices. The fore and main reeve through the upper sheaves of metallic blocks at the Topgallant mast heads, and on deck. The Mizen reeve through the inner sheaves of double blks.

lashed to after shrouds of the main topmast rigging,
and on deck.

Lifts—

Lower— The standing parts of the Fore and Main are hooked to the bottom of blocks at the lower caps. These blocks are iron strapped and hook to eyes in iron plates which surround the topmast—
The lifts reeve through the blocks on the yards, through the forward sheaves of the blocks at the mast head, and on deck. The block at the main mast head is single: at the fore, is double.

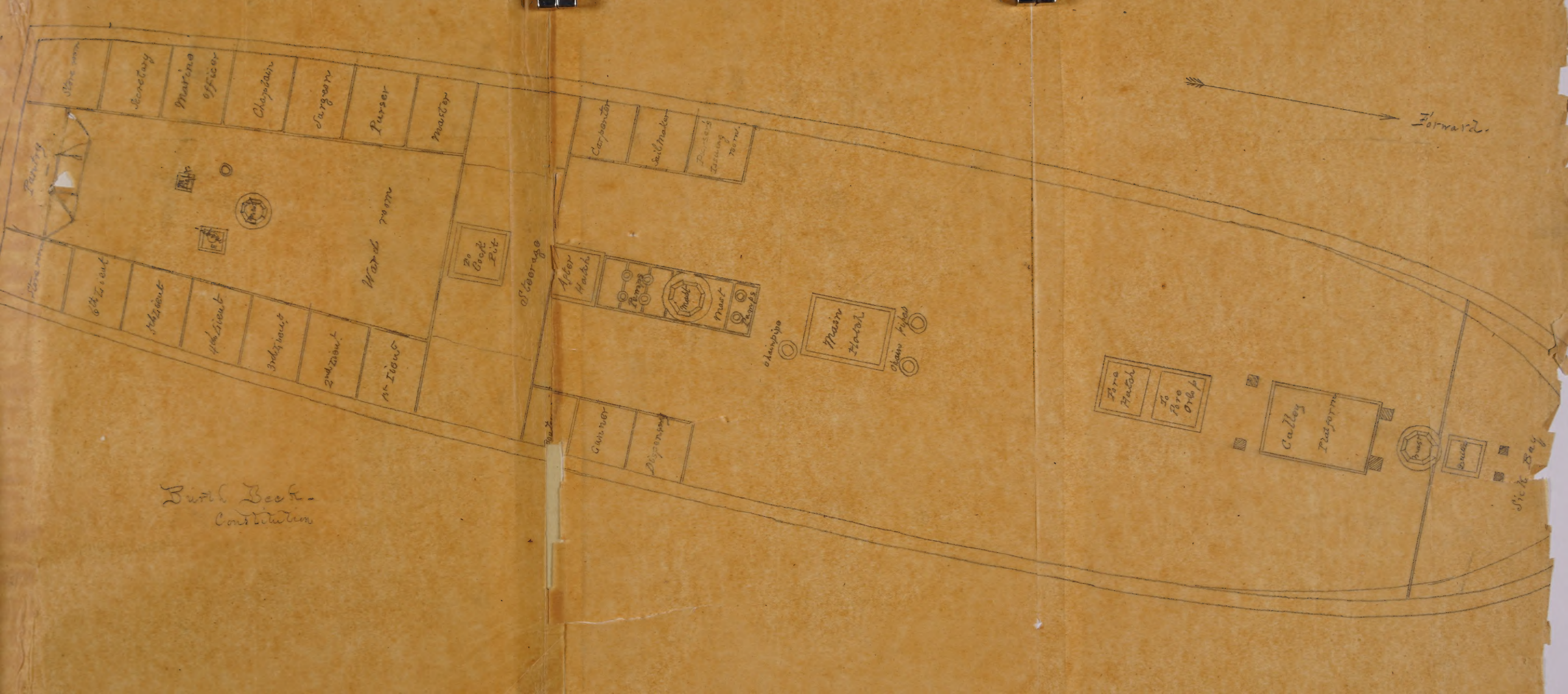
The Cross Jack Lift goes over the yard arm with an eye splice out side of all—
through a single block at the cap and sets up in the top through a bull's eye upon with a luff purchase—

Topsail Lifts hook with sister-hooks to straps upon the yard-arms, through clump blocks seized between the two forward shrouds of the topmast rigging, and set up in the tops with bull's eyes.

Top gallant Lifts go over the yard arms with eye splices, reeve through bull's eyes seized between the shrouds of the top gallant rigging and sets up through a bull's eye upon the eyes of the lower rigging

Royal Lifts go over the yard arms with eye splices, through

Constitution's Hood.
No 6.



Birth Deck.
Constitution

Order of Rigging &c. on the
Constitution's Main Yard.

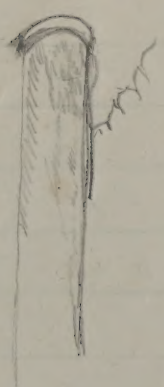
1 Sling Bands. {Topsail sheet Blocks}
2 Truss Pendants and Straps.
3 Preventer Sling Bands. {Iron Earred Bl}
4 Iron Bands; two of which have eyes in them on top of yard.
5 Reefing Jackstays; for yard arms.
6 Head earing Strap.
7 Foot rope {Stirrups seized to Bend'g Jack St.}
8 Brace block Strap.
9 Lift block Strap.
10 Strap with thimble to hook the Lift.
12 Pacific Iron.

Bending Jackstays is of iron and forward of Reefing Jackstays.

Respectfully.

Lieut. Parker, U.S.N.
March 19, 1861.

N. W. Thomas.



Constitution –

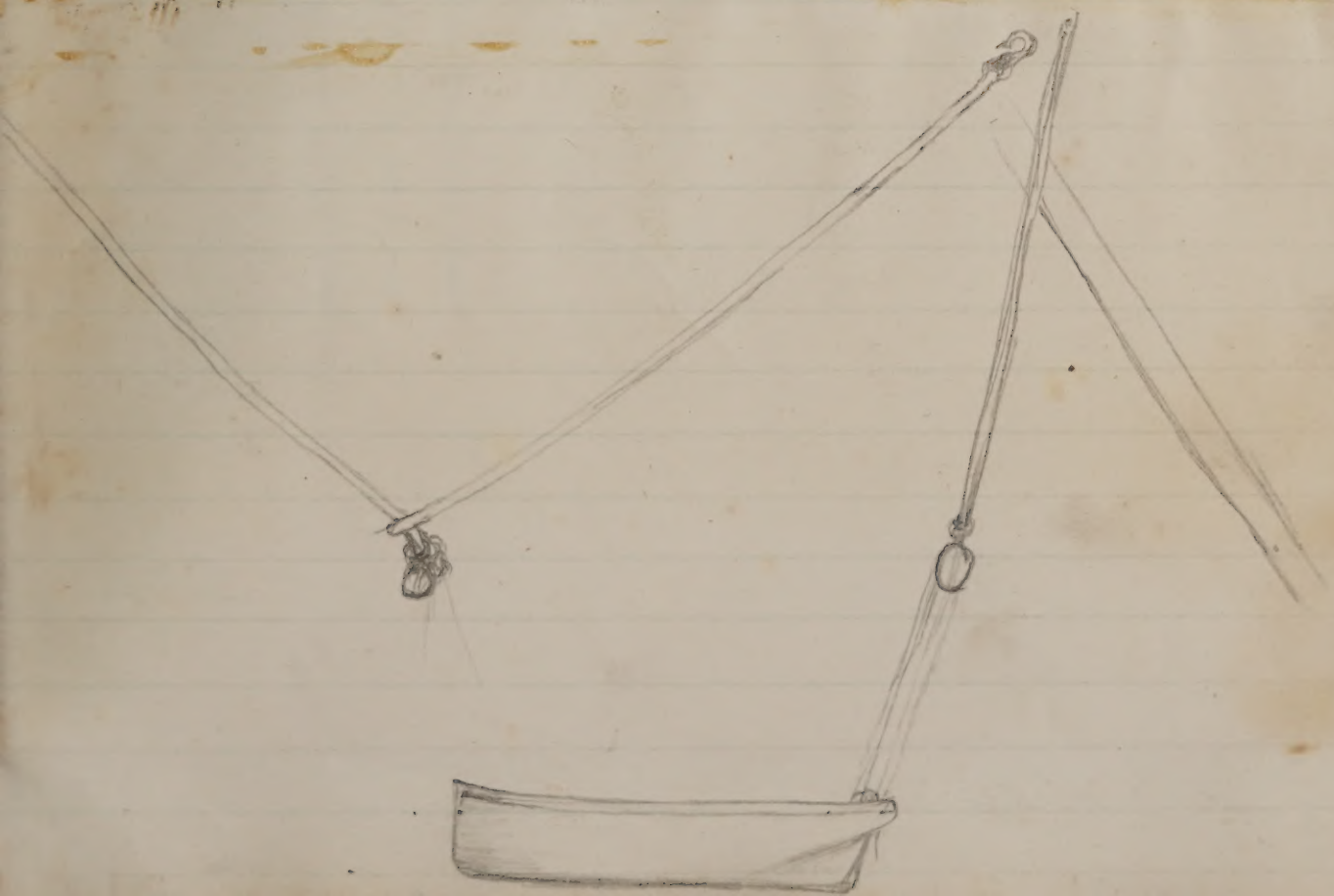
Main-mast Head –

Lieut. Parker, U.S.N. –

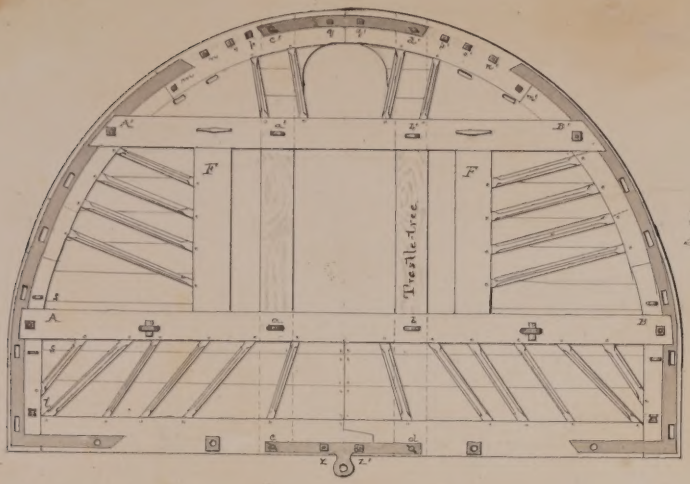
Feb. 19, 1851

Respectfully –

H. W. Thomas –



Constitution – Fore or Main top.



The Constitution's tops are in Halves or Sleepers

A B, A' B' are the Upper Cross-trees toggled to Lower Cross-trees, and bolted to them by bolts A, B; A', B' extending through the Top-rim nutted on top, and by eye bolts a, b; a', b' extending through the Trestle-trees and nutted underneath. C' shows the manner in which the pieces in the Top-rim are joined: also D. The halves are joined at the rim by iron plates bolted to the Trestle-trees by the bolts c, d; c', d' keyed on top, and to the rim by bolts nutted on top. Eyebolts s, s are for the top gallant shrouds. The bolt t is for the double block of the royal shroud purchase. The bolts m m' n n' o o' p p' and on the Fore top, x x' have eyes underneath. F F are the Rubber-boards. The Battens are directly under the Upper Cross-trees. There are two thicknesses of planking: the upper, laying athwartships and the under, fore and aft.

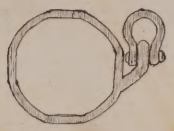
Respectfully–

N. W. Thomas.

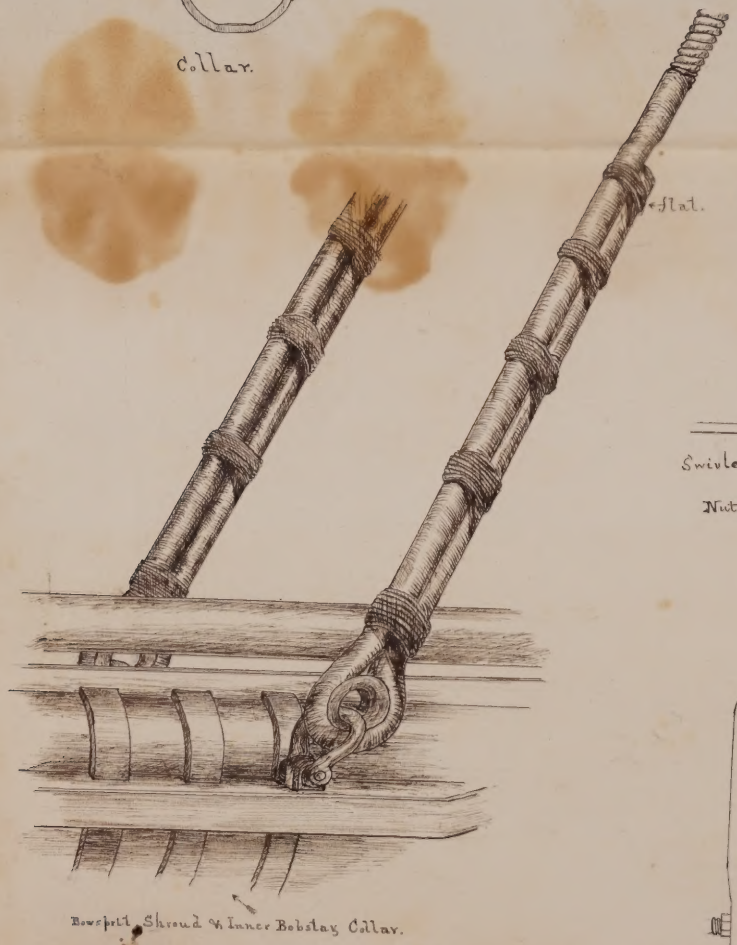
Lieut. Parker, U.S.N.

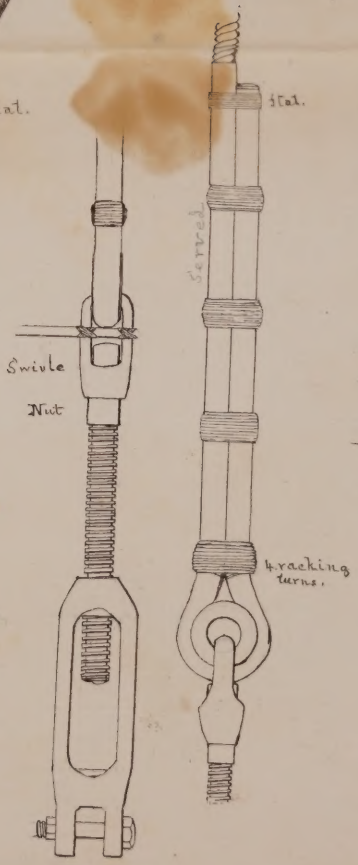
March 12, 1861.

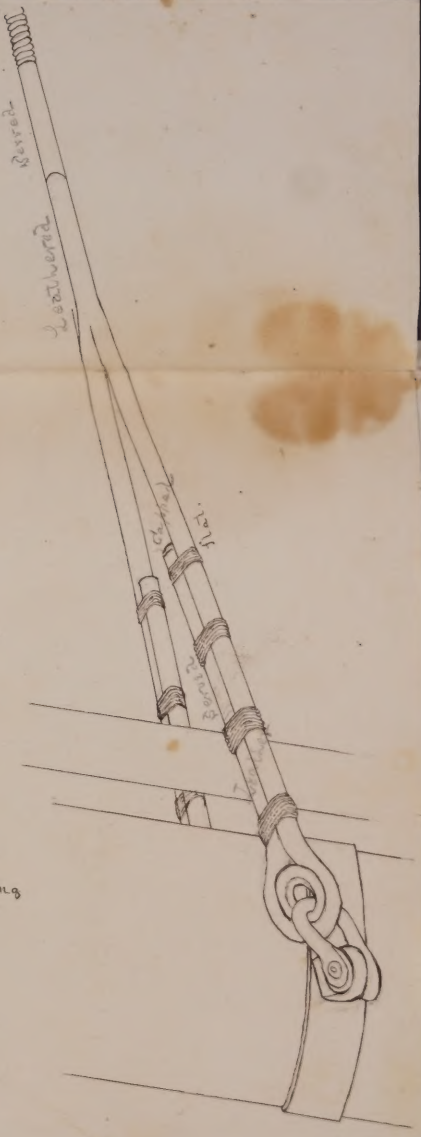
Omit 137, 38 39
40



Collar.







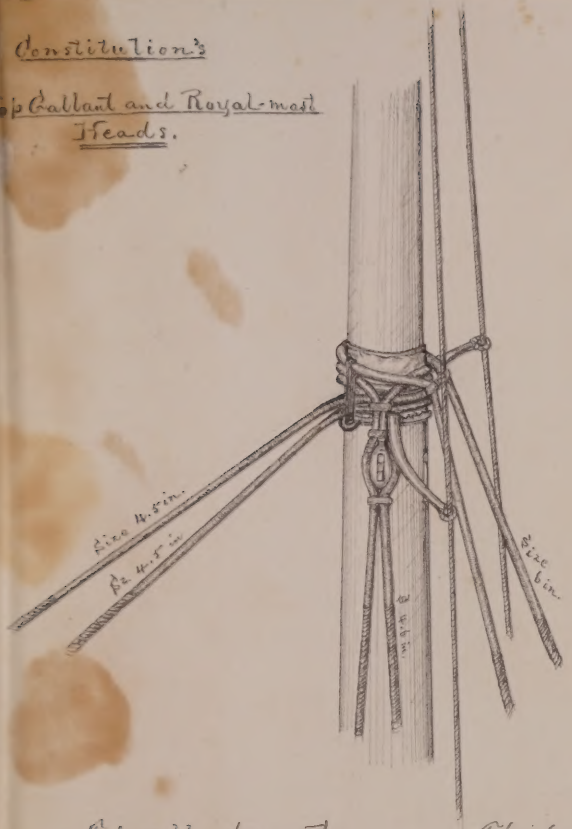
Constitution — Lower Stays.

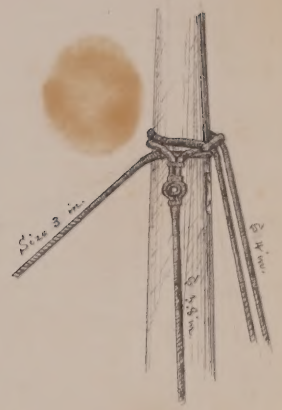
To Lieut. Parker, U.S.N.
March 5, 1861

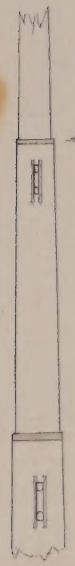
Respectfully—
N. W. Thomas.

Constitution's

Top Gallant and Royal-mast Heads.







Top Gallant-mast. The funnel is of iron, and covered with leather.

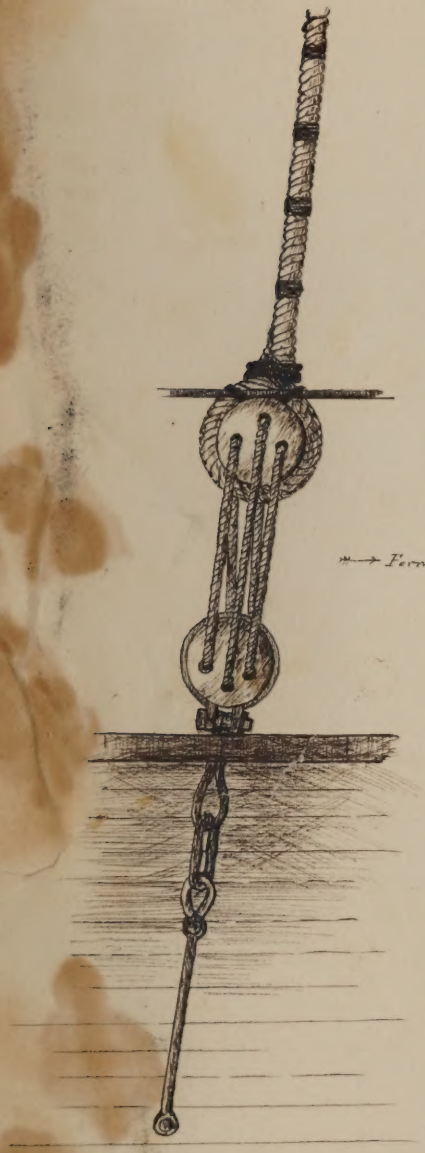
Order of Rigging over the funnel.

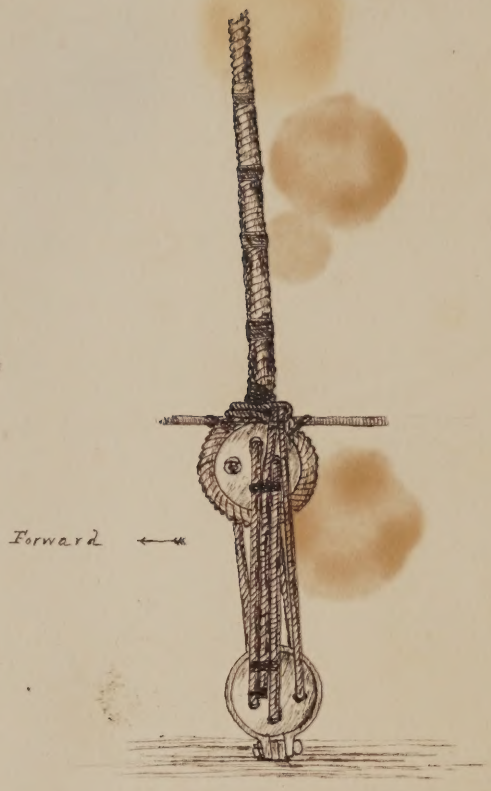
1. Top gallant Stay—reeves over sheave in Jib-boom, under snatch cleat on dolphin Striker; sets up to an iron bar secured into the knight head timber on port side of bowsprit. 2. Flying Jib Stay—reeves over inner sheave in F. Jib-boom and thence, on starbd. side of bowsprit, in the same manner as Top gallant stay. 3. Starbd for. shds—eyes same as eyes of Lower and t. m. shds. reeve through scores in ends of t. m. cross trees, thence ~~between~~ inside of futtock staves for t.m. rigging, and set up through bull's eyes at futtock plates. 4. port for. shds. 5. Back stays—set up in the chains. The clump block is for the Top gall't. lift. Lifts set up to bull's eyes on eyes of lower rigging. Royal-mast. 1. Royal Stay reeves thro' outer hole in F. Jib boom, thro' lowest hole in dolphin striker, thence in same manner as flying jib-stay. Main and Mizen Top gall't. stays reeve through holes in Fore and Main lower caps, respectively. Main and Miz. Royal Stays reeve respectively through after chocks of Fore and Main t.m. cross trees. Royal shrouds and backstays are separate. Shd. goes over with a cut splice. Backstay, same as top gallant.

Respectfully

N.W. Thomas.

Lieut. Elisser, U.S.N. March 27, 1861





Lanyard knot — Single Matthew Walker.

Starboard

Constitution — Lower Rigging.

Respectfully —

N. W. Thomas.

Lieut. Parker, U.S.N.

Feb. 26, 1861.

Station Bill of the United States Steam Frigate "Colorado" - Flag Ship, U.S. Gulf Blockading Squadron. 1861.

Nos.	Rates	Names	Names	Nos.	Rates
		Furling Sails			
		Look Out			
				526	2 r. Mr.
		Signals			
519	2 r. Mr.				
		Messengers			
509	Boy			302	Boy
		Forecastle			
1	C.F.C.			516	B.M.
3	Sea			2	C.F.C.
				4	Sea
		Let go Head Bowlines			
1	C.F.C.			2	C.F.C.
3	Sea			4	Sea
		Head Down Lauds			
401	Lds.			402	Lds
403	"			404	"
405	"			406	"
407	"			408	"
409	"			410	"
411	"			412	"
413	"			414	"
415	"			416	"
563	Marine			564	Marine
565	"			566	"
567	"			568	"
569	"			570	"

Station Bill.

Nos	Rates	Names	Names	Nos.	Rates
71	Marine			72	Marine
73	"			74	"
75	"			76	"
77	"			78	"
79	"			80	"
81	"			82	"
83	"			84	"
		Let Go Head Halliards			
133	Sea			134	Sea
		Then to Fore topsail Buntlines			
		Furl the Flying Jib.			
29	O.S			30	O.S
59	Sea			60	Sea
79	Lds			80	Lds
		if untent, go to the Fore Clew Jiggers			
		Furl the Jib			
23	O.S.			24	O.S.
27	"			28	"
47	Sea			48	Sea
75	"			76	O.S
		Furl the Fore topmast Staysail.			
31	O.S			32	O.S
65	"			66	"
		Fore Mast.			
83	Sea			84	Sea
85	"			86	"

U.S. Steam Frigate "Colorado".

Nos.	Rates	Names	Names	Nos.	Rates.
		Send the Fore Clew Biggers.			
		and Fore and Main Buntlines.			
83	Sea			84	Sea.
85	"			86	"
		Fore Topgallt Sail B. Clew ropes and Buntlines.			
133	Sea			134	Sea
85				86	
		Fore Leechlines			
3	Sea			4	Sea
		Fore Buntlines			
367	O.S.			368	O.S.
369	"			370	"
371	"			372	"
373	"			374	"
383	Lds			384	Lds.
385	"			386	"
387	"			388	"
		Fore Clew Biggers			
21	O.S.			22	O.S.
35	Lds.			36	Lds.
37	"			38	"
67	O.S.			68	O.S.
69	"			70	"
71	"			78	Lds
73	"			74	"
549	13 and			550	13 and
551	"			552	"

Station Bill

Nos.	Rates	Names	Names	Nos.	Rates
353	Band			354	Band
355	"			356	"
359	Sea.			386	Lds
487	Lds			494	"
491	"			488	C. Co

Fore Bunt Jigger.

21	O.S.			22	O.S
23	Lds			24	Lds.
37	"			38	"
37	O.S.			68	O.S.
69	"			70	"
81	Lds			82	Lds

Fore Topsail Clewropes.

25	O.S.			26	O.S.
49	Sea			50	Sea
453	Armorer			456	Lds
455	Lds			458	"
457	"			460	"
459	"			462	"
461	"			464	"
463	"			490	"
493	C. Mate			468	"
417	Painter				
433	Cooper				

and fore top gall. yardmen when not aloft.

Fore topsail Bunt lines.

111	O.S.			128	Lds
127	Lds			130	"
129	"			114	O.S.
113	O.S.			166	Lds
165	Lds			134	O.S.

Furling Sails.

Nos.	Rates	Names	Names.	Nos.	Rates
151	O.S.			168	Lds
167	Lds				
		And the Royal yardmen when not aloft.			
		Fore topsail Bunt Diggers.			
25	O.S.			26	
49	Sea			50	
117	OS				
121	"			118	
				122	
159	"			158	
161	"			160	
				162	
		Fore Top.			
101	Sea			102	Sea
105	"			106	"
107	"			108	"
		Furl the Foresail.			
5	Sea			6	Sea
7	"			8	"
9	"			10	"
11	"			12	"
13	"			14	"
15	"			16	"
17	"			18	"
45	C.H.			46	C.H.
51	Sea			22	Sea
53	"			54	"
55	"			56	"
57	"			58	"
61	"				

Station Bill.

Nos.	Rates	Names	Names	Nos	Rates
71	O.S.			72	O.S.
73	"			74	"
		Furl the Fore Topsail.			
93	O.S.			94	O.S.
95	Sea			96	Sea
97	"			98	"
99	"			100	"
101	"			102	"
105	"			106	"
123	O.S.			136	"
135	Sea			138	"
137	"			140	"
139	"				
153	O.S.			144	"
		Furl the Fore Topgallt Sails			
115	O.S.			116	O.S.
153	"			142	Sea
141	Sea			146	Sea
143	"			148	"
		when not aloft, go to Fore topsail Clew Ropes.			
		Furl the Fore Royal.			
119	O.S.			120	O.S.
145	Sea.			156	"
		when not aloft go to the Fore topsail Buntlines			

Furling Sails.

Nos	Rates	Names	Names	Nos	Rates
			Lower the Fore topmast Studdg. Sail Booms.		
107	Sea.			108	Sea
			Let go Main top and Topgallant Bowlines.		
531	2r. Gr.			532	2r. Gr.
219	Carps.		James Shepard.		
		The 2d Capt. go to main topsail clew ropes, and 2 quarter Gunners to main Leechlines.			
			Main Buntlines.		
389	Lds.			390	Lds.
391	"			392	"
393	"			394	"
395	"			396	"
397	"			398	"
399	"			400	"
417	Painter			418	"
481	"			482	"
219					
			Main Mast.		
257	Sea			258	Sea
259	"			260	"
			Main Mastand Gangways.		
513	B Mate			514	B Mate
			Quarter Deck.		
113	B.M.				

Station Bill.

Nos.	Rates.	Names.	Names.	Nos	Rates.
			Fore Main Clew Jiggers.		
257	Sea			258	Sea
259	"			260	"
257	"			220	"
259	"			258	"
				260	"
			Main Clew Jiggers.		
467	Lds			468	Lds
469	"			470	"
471	"			472	C. Stwd
473	"			474	Lds.
475	"			476	Lds
477	"			478	Lds.
479	"			480	Lds.
				490.	C. Mte.
			Fore & Main Leechlines.		
			Main Leechlines.		
521	2r Mr.			522	2r Mr.
533	2r. Qr.			534	2r. Qr.
			Main Bunt Jigger.		
				468	
467	Lds.			470	
469	"			472	
471	"			474	
473	"			476	
475	"			478	
477	C Mte			480	

Farling Sails.

Nos.	Rates	Names.	Names.	Nos.	Rates.
479	Lds.			490	C. Mte
493	C Mte.				

Main Topsail Clew Ropes.

191	O.S.			192	O.S.
193	"			194	"
239	"			~~240~~	"
243	Marines			~~244~~	Marines
245	"			246	"
~~493~~	~~Lds~~			~~5-68~~	~~Mines~~
5-69	"			5-70	"
5-71	"			5-72	"

Main Topsail Buntlines.

251	Lds			252	Lds.
253	"			254	"
235	O.S.			492	"
497	Lds			238	O.S.
205	"			498	Lds
5-73	Marine			206	"
5-75	"			5-74	Marine
5-75	"			5-76	"
				5-78	"

and Main Royal Yardmen a Leu nt aeft.

Main Mizen Topsail Bunt. Bigger.

191	O.S.			192	O.S.
193	"			194	"
239	"			240	"
243	"			244	"
245	"			246	"

Station Bills.

Nos.	Rates.	Names.	Names —	Nos	Rates
453	Lds.			5-28	Music

Main Topsail Braces.

257	Lds			448	O.S.
259	"			258	Sea
5-89	Marine			260	"
5-91	"			5-92	Marine
5-93	"			5-94	"
				5-96	"

If the sails are unbent, go to the Main Topsail Buntlines

Main Top,

Main top gallt. clew lines & Buntlines, and tend boom tricing lines.

199	O.S.			200	O.S.
221	Sea			242	"
				248	"

Furl the Main Sail.

				352	Sea
351	O.S.			354	"
429	Sea			322	"
353	"			366	O.S.
365	O.S.			376	O.S.
341	"			356	Sea
355	Sea			358	Sea
357	"			438	O.S.
437	O.S.			440	O.S.
439	"			442	"
441	"			444	"
443	"			5-24	Qr. Mr.
5-23	Qr. Mr.			5-26	"
5-25	"			5-36	Qr. Gr.
				5-38	"

Furling Sails.

Nos.	Rates	Names	Names	Nos.	Rates
535	Dr. Gr.				
537	"				
539	"			540	Dr Gr.
541	"			542	"

Furl the Main Topsail

				X	
173	Cmn.			174	Cmn.
175	Sea			178	Sea.
177	"			180	"
179	"			182	"
181	"			184	"
183	"			200	O.S.
219	Sea			220	Sea
223	"				
225	"			226	Sea
227	"			228	"
229	"			230	"
231	"			236	O.S.

Furl the Main Topgallt. Sail.

				~~186~~	
185	Sea			~~187~~ 188	Sea
187	"			188	"
195	O.S.			196	"
241	O.S.				

When not alofft. go to the Main Topsail Clew Ropes.

Furl the Main Royal.

237	O.S.			232	Sea
211	Boy			212	Boy
				212	Lds.

When not alofft. go to the Main Topsail Buntlines.

Station Bill.

Nos.	Rates.	Names	Names.	Nos	Rates
			Turn the Main Trysail.		
207	Lds.			208	Lds
363	O.S.			364	O.S.
		If unbent, those on the gaff go to the main top-sail Buntlines, and those upon the luff, go to the fore buntlines.			
			Lower Main Topmast Stun. Sail Booms.		
419	Lds			420 424	Lds
421	"			422	"
			Let Go Mizen top and Up gall[t] Bowlines		
327	2r Mr			324	2r Mr
305	Sea			306	Sea
		The 2d Captains go to the mizen topsail clew ropes, and Quarter masters, to the main Leech-lines			
			Mizen Mast.		
345	O.S.			346	O.S.
			Tend Mizen topsail Clewropes & Buntlines.		
305	Sea			306	Sea
345	O.S.			346	O.S.
472	O.S.				

Furling Sails.

Nos	Rates	Names	Names	Nos	Rates
			Mizen Topsail Clew Ropes.		
281	O.S.			282	O.S.
293	Lds			294	Lds
301	Boy			302	Boy
303	Cxc			306	Sea
295	Lds			296	Lds
297	"			298	"
277	Os			280	O.S.
329	"				
		and the mizen topgallt yardmen when not aloft.			
			Mizen Topsail Bantemes.		
335	Lds			336	Lds
337	"			338	"
323	O.S.			318	"
339	"			464	"
				424	Sea
			Mizen Topsail Buntjiggers.		
281	O.S.			282	O.S.
287	"			294	Lds.
297	Lds			298	"
299	"			446	O.S.
279	O.S.			280	"
305	Boy			306	Boy
307	"			308	"
311	"			310	"
303	Cxc.			306	Sea

Station Bill

Nos.	Rates	Names	Names	Nos.	Rates
		Spanker Braies			
349	C.a.Y.	Furling Sail		350	C.a.Y.
595	Marine			596	Marine
597	"			598	"
599	"			600	"
601	"			602	"
603	"			604	"
605	"			606	"
		Mizen Top			
265	Cllr J.			266	Sea
		Top gall. Clewlines and Buntlines.			
		~~Mizen Top.~~			
319	O.S.			320	O.S.
		Furl Mizen Topsail.			
265	Cllr J.			286	Cllr J.
267	Sea			268	Sea
269	"			270	"
283	O.S.			284	O.S.
307	Sea			298	Lds
327	O.S.			310	Sea
311	Sea			312	"
323	O.S.			324	O.S.
271	Sea				
		Furl Mizen Topgall. Sail.			
317	O.S.			286	O.S.
293	"			288	O.S.

Furling Sails

Nos.	Rates	Names	Names	Nos	Rates
301	Boys			326.	O.S.

When not aloft, go to Mizen topsail Clew Keepers.

Furl the Mizen Royal.

283	O.S.			328	O.S.
329	Lds.			334	Lds.
309	Sea			308	Sea.

When not aloft, go to Mizen Topsail Buntlines.

Furl the Spanker

459	Lds.			460	Lds.
321	O.S.			322	O.S.
421	Sea			422	Sea

General duty with marines.

587	Sergt.			562	Sergt.

Gun Deck

526	B. Mte.			518	B. Mte.

Berth Deck.

466	M. at Arms	A. Fawcett.	Gallagher	562	Marine
567	L. Steward	Upham.	Parks	513	S. Corpl.
512	S. Corpl.	Owen			

Galley

499	S. Cook.	Robert Jagoe			

Station Bill - Furling Sails.

Nos.	Rate.	Names.	Names.	Nos.	Rate.
		Cabin.			
		Cabin Steward, Wm. H. Finn.			
		Sick Bay.			
		Hos. Steward -	Jeremiah O'Neil	304	
		Store Room.			
		Yeoman -	Lewis.		
		Ward Room.			
		Wardroom Steward -	Joseph Gondolpho.		

Station Bill – Reefing & Hoisting.

No.	Rate	Names. Starbd –	Names Port	Nos	Rate.
		Conn			
1					
1-24					
1-23	2. Mr.	Willcain Parker		X	
55	Sea				
		Wheel			
1-23	2. Mr	Peter Hennessy	James Smith	1 8	O.S.
55	Sea	Thomas Lane	John McCarthy	3 1 4	"
		Signals.			
1-19	Jr. Mr.	Edward Perkins	James Healy	1-09	Boy
		Messengers.			
1-07	Boy	Dennis Sullivan	Benj. Folson	1-08	Boy
		Forecastle.			
1-14	1 Mate	Chas. Lamphere	Chas Davidson	2	Sea
1	C.T.C.	Chas Sherman	Chas Cummings	4	"
3	Sea	Peter Caton			
		Lee gr. Head Bowlines			
1	C.T.C.			2	Sea
3	Sea			4	Sea
		Fore Mast.			
83	Sea	Jacob Page	John Everett	84	Sea
85	"	Rich'd. Baxter	Wm Nimes	86	"

Station Bill.

Nos.	Rate	Names.	Names	Nos.	Rate
		Lower. Lead on Brace and Relay. Fore Topsail Halliards.			
125	Qr. Gr.			126	Qr. Gr.
127	Lds.			128	Lds.
		Fore Topsail Clewlines, then to Reef Tackles.			
45	O.T.C.			46	O.T.C.
47	Sea			48	Sea
49	"			50	"
51	"			52	"
53	"			54	"
55	"			58	"
57	"			60	"
59	"				
61	"				
63					
65	O.S.			66	O.S.
67	"			70	"
69	"			72	"
71	"			74	"
73	"			76	"
75	"			78	
77					
79	Lds.			80	Lds
81	"			82	"
147	Sea			148	Sea
151	O.S.			152	
155	"			158	O.S.
157	"			160	"
159	"			162	"
161	"			134	Sea

Reefing and Hoisting.

Nos.	Rates	Names.	Names.	Nos	Rates
115	Lds			166	Lds
167	"			168	"
453	"			412	"
455	"			456	"
457	"			458	"
459	"			460	"
493	C. Mte			462	"
417	Painter			464	"
433	Cooper			490	C Mte
357	C Hold.			468	Lds
				360	Sea
				404	Lds

Fore Topsail Buntlines.

5	Sea			6	Sea
7	"			8	"
9	"			10	"
11	"			12	"
13	"			14	"
15	"			16	"
17	"			18	O.S.
21	O.S.			22	OS
23	"			24	"
25	"			26	"
27	"			28	"
29	"			30	"
37	Lds			36	Lds
35	"			38	"
111	O.S.			114	O.S.
113				116	"
115				118	"
117				120	"
129				130	Lds.

Station Bills -

Nos.	Rates	Names	Names	Nos.	Rates
383	Lds			384	Lds
385	"			386	"
387	"			388	"
389	"			390	"
391	"			392	"
393	Lds			394	"
395	"			396	"
397	"			398	"
399	"			400	"
549	Band			548	Band
551	"			550	"
553	"			552	"
555	"			554	"
				556	"

Ease off Fore Topsail sheets if necessary.

83	Sea			84	Sea
85	"			86	"

Let go Fore Topsail Reef tackles.

151	O.S.				
165	Lds			166	Lds.

Fore Top.

Fore top gallt Stun. Sail Boom Tricing Lines

97	Sea			98	Sea
99	Sea			100	"
135	Sea			136	"

Light up Rigging in Fore Top.

93	C.P.J			94	C.P.J.

Reefing and Hoisting.

Nos.	Rates	Names.	Names	Nos	Rates
93	Sea			96	Sea.
121	O.S.			122	O.S.
149				150	

Reef Fore Topsail.

93	C.F.T.			94	C.F.T.
95	Sea			96	Sea
~~124~~ 97	"			98	"
~~149~~ 99	"			100	"
101	"			102	"
103	"			104	"
105	"			108	"
121	O.S.			122	O.S.
137	Sea			138	Sea
139	"			140	"
141	"			142	"
143	"			144	"
145	"			146	"
153	"			154	"

Weather Fore Topsail Brace.

351	Sea			352	Sea
353				354	"
355				356	"
357				358	"
363	O.S.			364	O.S.
365				366	"
367				368	"
369				370	"
371				372	"
373				374	"
375				376	"
401	Lds			402	Lds

Station Bill.

No.	Rate.	Names.	Names.	Nos.	Rte
403	Lds			404	Lds
405	"			406	"
407	"			408	"
409	"			410	"
411	"			412	"
413	"			414	"
415	"			416	"
417	Painter				

After the yard is in, go to the Main topsail Reef tackles.

Tend Lee Fore Topsail Brace.

533	2r. Qr.			534	2r. Qr.

Tend Lee and Weather fore topsail Braces in Hoisting.

533	2r. Qr.			534	2r. Qr.
535	"			536	"

Fore Topsail Halliards

531	2 Qr			532	2 Qr.
5	Sea			6	Sea
7	"			8	"
9	"			10	"
11	"			12	"
13	"			14	"
15	"			16	"
13	"			18	"
17	Sea			22	"
21	O.S.			24	"
23	"			26	"
25	"			28	"
27	"			30	"

Reefing and Hoisting

Nos.	Rates	Names.	Names.	Nos	Rates
29	O.S.			38	Lds
35	Lds			46	Sea
37	"			48	"
45	C.T.C			50	"
47	Sea			52	"
49	"			54	"
51	"			56	"
53	"			58	"
55	"			60	"
57	"			66	O.S.
59	"			68	"
61	"			70	"
65	O.S.			72	"
67	"			74	"
69	"			76	"
71	"			80	Sds.
73	"			82	"
75	"			106	Sea
79	Lds			134	"
81	"			148	"
107	"			158	Lds
119	Sea			160	O.S.
123	"			162	"
133	C.T.S.			168	Lds
147	Sea			456	"
155	O.S.			458	"
157		James Shepard.		460	"
159	O.S.			462	"
161	"			464	"
167	Lds.			490	C.M.C
453	"			468	Lds.
455	"			360	Sea
457	"			404	Lds
459	"			388	"
492	C. Mate			390	"

Station Bill.

Nos.	Rates	Names	Names	Nos	Rates
417	Painter			392	Ldr.
433	Carpr.			394	"
357	Sea.			396	"
383	Ldr.			398	"
385	"			400	"
387	"			548	Boy
389	"			550	"
391	"			552	"
393	Ldr.			554	"
395	"			556	"
397	"				
399	"				
549	Boy				
551					
553					
555					

Lack the Fore Topsail Halliards.

Rack the Fore Topsail Halliards.

31	O.S.			32	O.S.

Let go the Main Top Bowline

539	Qr. Gr.			540	Qr. Gr.
541				260	

Main Mast and Gangways.

515	B. Mte.			514	B. Mte.

Quarter Deck.

515	B. Mte.				

Reefing and Hoisting -

Nos.	Rates	Names	Names	Nos.	Rates
		Lower, lead out and belay. Main Topsail Halliards.			
529	2.Qr.			542	2.Qr.
205	Lds.			207	Lds
		Main Topsail Clewlines and Reeftackles			
231	Sea			232	Sea
235	O.S.			374	O.S.
237	"			238	"
239	"			240	"
241	"			242	"
243	"			244	"
245	"			246	"
251	Lds			254	Lds
253	"			594	Marine
593	Marine			596	"
597	"			598	"
599	"			600	"
601	"			602	"
603	"			604	"
605	"			606	"
607	"			608	"
609	"			610	"
613	"			612	"
		and the Lands from the Fore Topsail Brace.			
		Main Topsail Bunlines.		1	
				196	O.S.
191	O.S.			200	
193	"			208	Lds
195	"			212	Boy
197	"			276	Marine

Station 1 Bee.

Nos	Rates	Names.	Names.	Nos.	Rates
199	O.S.			278	
207	Lds			280	
575	Marine			282	
577	"			284	
579	"			286	
581	"			288	
583	"				
585	"				

and the Lands from the Weather Main Topsail Brace.

Ease off the Main Topsail Sheets if necessary.

257	Sea.			258	Sea
259	"			260	"

Let go the main Topsail Clewlines and Buntlines.

257	Sea.			258	Sea
259	"			260	"

Let go the Main Topsail Leeftackles.

251	Lds.			252	"
253	"			254	"

Main Top.

Main Top gall. Steering boom Tricing lines.

183	Sea.			184	Sea.
185	"			186	"
187	"			188	"

Reefing and Hoisting-

No.	Rates	Names	Names	Nos.	Rates
		Light up the Rigging in Main Top.			
173	Cap.			174	C.W.S.
183	Sea			184	Sea
185	"			186	"
		Reef the Main Topsail.			
173	C.W.S.			174	C.W.S.
175	Sea			178	Sea.
177	"			180	
179	"			182	
181	"			184	
183	"			186	
185	"			188	
187	"			220	C.W.S.
219	C.W.S.			222	Sea
221	Sea			224	"
223	"			226	"
225	"			228	"
227	"			230	"
229	"			192	O.S.
191	O.S.			194	"
193	"				
		Weather Main Topsail Brace.			
				422	Sea
421	Sea.			424	
423	"			426	
425	"			428	
427	"			432	
429	"			438	
431	"			28	
437	O.S.			442	

439	O.S.			444	O.S.
441	"			446	"
443	"			448	"
445	"			462	Lds
447	"			464	"
461	"			186	"
463	Lds			468	"
467	"			470	"
469	"			472	C.Stw.d
471	"			474	Lds.
473	"			476	"
475	"			478	"
477	"			480	"
479	"			482	"
481	"				

after the yard is in, go to the Main Topsail Buntlines.

Tend the Lee Main Topsail Brace.

521	F.Mr.			522	F.Mr.
349	C.a.G.			350	C.a.G.

Tend Lee and Weather Main Topsail Brace in Hoisting.

521	F.Mr.			522	F.Mr.
349	C.a.G.			350	C.a.G.

Main Topsail Halliards.

529	F.Qr.			530	G.Mds.
195	O.S.			196	O.S.
197	"			200	"
199	"			206	"
205	Lds			208	"
207	"			212	Boy

211	Boys			232	Sea
231	Sea			236	O.D.
235	O.D.			238	"
237	"			240	"
239	"			242	"
241	"			244	"
243	"			246	"
245	"			252	"
251	Lds			352	Sea
351	Lds			354	"
353	Sea			356	"
355	"			358	"
357	"			364	O.D.
363	O.D.			366	"
365	"			368	"
367	"			370	"
369	"			372	"
371	"			374	"
373	"			376	"
375	"			402	Lds
401	Lds.			406	"
403	"			408	"
405	"			410	"
407	"			412	"
409	"			414	"
411	"			416	"
413	"			562	Marines
415	"			564	"
417	Painter			566	"
561	Marines			568	"
563	"			570	"
565	"			572	"
567	"			574	"
569	"			576	"
571	"			578	"

573	Marine			580	Marine
575	"			582	"
577	"			584	"
579	"			586	"
581	"			588	"
583	"			424	
585	"			426	
587	"			428	
421				430	
423				432	
425				434	
427				436	
429				438	
431				440	
433				442	
437				444	
439				446	
441				448	
443				470	
445				474	
447				476	
463				478	
464				480	
469				482	
471					
473					
475					
477					
		Rack the Main Topsail Halliards.			
195				196	
197					

Let go the Mizen Top Bowline, and weather Mizen Topsail Brace

~~525~~	2. Mr.		526	2. Mr.
~~535~~	2. Gr.			
317	~~O.S.~~	**Lee Mizen Topsail Brace.**		
319	"			
~~321~~ 525	2 Mr.		526	
~~323~~ 535	2 Gr.		536	
~~325~~ 317	O.S.		318	
~~327~~ 319	O.S.		320	
~~329~~ 321	"		322	
323			324	
327			326	
329			328	

after the yard is in go to the Mizen Topsail Reeftackles in watches.

Tend the Lee and Weather Mizen Topsail Braces in Working.

~~525~~	2. Mr.		526	2. Mr.
535	2. Gr.		536	2. Gr.

Mizen Mast.

~~345~~	O.S.		346	O.S.

Lower, Lead out and Belay Mizen Topsail Brace. Halliards

293	Lds		294	Lds
29			526	2. Mr.

Mizen Topsail Clewlines and Buntlines thence to Reef Tackles.

277	O.S.			278	O.S.
274	"			280	"
281	"			282	"
283	"			284	"
285	"			286	"
287	"			288	Las.
295	Las			296	"
297	"			298	"
299	"			302	"
301	"			595	Marin
593	Marine			595	"
594	"			600	"
597	"			602	"
599	"			604	"
601	"			606	"
603	"			608	"
605	"			610	"
607	"				
609	"				

Ease off the Mizen Topsail Sheets if necessary.

345	O.S.			346	O.S.

Let go Mizen Topsail Reeftackles

251	O.S.			252	O.S.

Reefing and Hoisting.

Mizen Top
to light up rigging in the top.

266	Cluz.		266	Cluz.
267	O.S.		268	O.S.

Reef the Mizen Topsail.

265	Cluz.		266	Cluz.
267	Sea.		268	Sea
269	"		270	"
271	"		272	OS
305	"		306	Sea
307	"		308	"
309	"		310	"
311	OS		312	OS
277	"		278	"
279	"		280	Cro N.
283	"		284	

Mizen Topsail Halliards.

285	O.S.		324	R.Mr.
287	"		286	O.S.
293	"		288	"
297	"		298	"
299	Lds.		302	"
301	Boy		318	"
321	O.S.		320	"
323	"		322	"
325	Lds.		324	"
327	"		326	"
329	"		328	"
335	Boy		336	"
337	"		335	Boy

324				2	
339	Boy			340	Boy
317				590	Marine
319				592	"
321				614	"
589				492	"
591				502	"
483				498	"
479				500	"
485					

Rack the Mizen Topsail Halliards

293	Lds			294	Lds.
				520	

At the Spar Deck Capstan.
Music

547					

General duty with Marines.

Gun Deck.

575	Boy.				

Berth Deck.

	M.at Arms			587	O. Sgt.
	S. Steward.		James Owen.		S. Cpl.
	S. Corpl.	Chas Parks.			

Galley.

499 Ships Cook Robert Hagoe.

Cabin.

472 Capts Steward Wm. H. Finn.

Store Room.

418 Yeoman Wm. H. Lewis.

Ward Room.

369 Ward Room Steward

Sick Bay.

368 Hospital Steward

Station Bill.

Look out

532	F.M.			

Signals

F.M.	519		509	Boy

Messengers.

505	Boy		514	Boy

Forecastle

1	C.P.C.		510	B.M.
3	"		12	Sea

Loosers Fore Topmast Staysail.

65	O.S.		66	O.S.

Loosers of Flying Jib.

51	Sea		Sea	52

Loosers of the Jib.

			L	
17	Sea		18	Sea
67	O.S.		68	O.S.

Loosers of the Foresail

5	Sea		6	Sea
7	"		8	"
9	"		10	"

Loose Sails.

Loosers of the Fore Topsail.

45	C.F.C.			46	C.F.C.
47	Sea			48	Sea
49	"			50	"
53	"			52	"
93	C.F.T.			94	C.F.T.
95	Sea			96	Sea
97	"			98	"
99	"			100	"
135	"			136	"
137	"			138	"
139	"			140	"

Loosers of the Fore Topgallm. Sails.

111	O.S.			112	O.S.
113	"			114	"
155	Lds	Wm. Mc. Carthy			Lds

When the Yard is not aloft to go to the Fore Topsail Clew Ropes.

Loosers of the Fore Royal.

115	O.S.			116	O.S.

when the yard is not aloft go to the Fore Topsail Buntlines.

Unclamp Fore Topmast Studg Sail Booms.

5	Sea			6	Sea
45	C.F.S.			46	C.F.S.

Station Bill.

Fore Mast

83	Sea		84	Sea
85	"		86	"

Fore Top

Tend Top gallt Studg Sail Boom tricing Line.

117	O.S.		118	O.S.
124	Lds		128	Lds
151	O.S.		154	O.S.
15			16	

Fore Top Bowline or Fore Clew Jiggers.

11	Sea		12	Sea
21	"		22	"
23	"		24	"
25	"		26	"
27	"		28	"
29	"		30	"
31	"		32	"
13	Sea		14	Sea
37	"		38	"
80	"		82	"
55	"		56	"
57	"		58	"
59	"		60	"
61	"		482	O.S.
495	"		484	"
69	"	William Barrett	70	"
71	"		72	"
73	"		74	"
75	"		76	"
147	"		148	"

Loose Sails.

549				550	
551				552	Band
553				554	
359				360	C Hold
488				404	N.R.C.
491				494	"
487				486	

Fore Topmast Studs, Sail Boom Fricnig Lines,
and Fore Topgallt Boulnies or Fore Topsail Clew Ropes.

35	Lds			36	Lds
79	"			80	"
437	"			438	"
439	"			440	"
441	"			442	"
443	"			444	"
445	"			446	"
447	"			448	"
492	C. Mte.			490	"
433	Cooper			70	"
433	"				

and Loosers of the Fore Top Gallt. Sail when not acc'd.

Fib Halliards or Fore Topsail Bantlines.

103	Sea			106	Sea
107				108	
119				120	
121				122	
123				102	
129				130	
141				142	
143				144	

145				146
133				134
405				406
409				410
411				412
147				148
153				156
155				157
157				160
159	C.S.			162
161				168
167				384
383				386
385				388
387				390
389				392
391				394
393				396
395				498
479				302
481				
483				

Loosen of the Fore Topsail when not reef'd.

Flying Jib Halliards or Fore Pantemis.

359	See		358	See
363			364	
365			366	
367			368	
361			370	
371			372	
373			374	
375			376	
397			398	

399 400

401 402

403 564

565 566

567 568

569 570

571 572

573 574

483 104

434

Fore Topmast Staysail Halliards or Main Bantlines

397 Sea 398

405 Lee 408

407 414

415 416

417 418

589 590

591 592

593 594

595 596

597 598

599 600

601 602

Main Top Bowline or Main Topsail Clew Lifts.

521 524

531 532

181 182

183 184

191 192

193 194

195 196

197 200

205		206
207		208
211		212
235		238
237		240
239		242
241		244
243		245
245		456
199		458
455		460
457		462
459		464
461		576
463	Edward Lee	
573	Augustus Warren	
578		582
577		584
579		
581		
583		

Main Topgallant Yardmen when not acting.

Main Topgallant Bowlines or Main Topsail Bowlines.

219		221
229		222
231		224
235	Jos. A Louis	
237		238
239		240
241		242
243		244
245		246
585	George Duffey	

602			604	
605			606	
607				

And Leaves of the Main Royal when not accepted
and Mainsail from the Main Stay sail.

Main Mast.

253	Fr. Mte		258	
257	Sea		260	
259				

Main Mast and Gangway.

513	B. Mte		514	Mate.

Quarter Deck.

519	B. Mte.			

Leaves of Main Sail

351			352	
353			354	
423			424	
525			526	
529			530	
535			536	
537			538	
539			540	

Leaves of Main Topsail.

173			174	
175			176	

177 280
179 228
221 230
223 232
225

Loosen of the Main Topgallt. Sail.

185 186
187 188

Loosen of the Main Royal.

227 234

When not alofft, go to the Main Topsail Buntlines.

Loosen of the Main Topsail. Gaff.

251 252

Gaff.

469 470
478 500

Main Top.

To tend Topgallt Studg. boom Reefing lines.

177 178
179 181

Main Topsail Sheet. if the sail is unbent, the Marines go to the Main Topsail Buntlines.

500 Yds. 534 Yds

609 Mainer 610 Main

611 " 612 "

613 " 614 "

Main Topmast Studg. Sail Boom Tricing and Mizen Top and Topgallr. Bowlines or Main Clew Liggers.

Lair

457 472

471 476

473 476

475 478

477 480

299 492

Mizen Top Bowline or Mizen Topsail Clew Ropes.

271 272

277 275

279 280

281 282

283 284

285 286

293 288

297 290

299 298

and Lizen of the Mizen Topgallr. Sail when not aloft.

Mizen Topgallr. Bowlines or Mizen Topsail Tenitens

305 305

317 318

319 320

321 322

335 336

337 338

327 325

Mizen Mast.

343 1-18

346

Loosers of the Mizzen Topsail

345 366

347 268

307 308

349 310

Loosers of the Mizzen Topgallt. Sail.

287

284 Cornelius Geary 266

301

287 Jesse T. Phinney 268

307 when not aleft to the Mizzen topsail Clew Ropes 308

304 210

Loosers of the Mizzen Royal.

269 392

when not aleft to go to the Mizzen Topsail Buntlines.

Loosers of the Spanker Gaff

323 324

339 Left 340

425 421

Mizen Top
to overhaul Rigging &c.

311 Sea 212 O.S.

Spanker Outhaul and Sheets.

349 Capt 310 Capt.
427 428
429 430
431 432
325 326

General Duty with Marines

361 Sergt 362 Sergt

Gun Deck

413 R. Mate

Berth Deck.

Mathews Upham
O. Sergt. Parker.
S. Corpl. Owen

Cabin

472 C. Steward. Finn

Galley

499 S. Cook. Robert Jacobs

Sick Bay

5-04

Store Room

5-55 Yeoman Wm. H. Lewis.

Ward Room

5-01 W.R.S. Jno. Gondolpho.

Mooring & Unmooring.

Look Out.

5-25 2 Mo.

Signals.

5-19 2 Mo. 5-09 1 Boy

Wheel.

112

5-21 2 Mo.

49 Sea 4-38

Messengers

Stand by the Anchor.

Forecastle.

Over Lane and Lead Along
Cat Falls.
Hook Cat and Fish Falls

Over Lane and Lead along Fish Falls.

13	Sea		14	2. Gr.
29	OS		30	
31	"		32	
47	Sea		48	
65	OS		66	
73	Sea		74	
75			76	
77			78	
67	O.S.		68	
79	Ens.		80	

Buoys.

521	2. Gr.			
535			536	2. Gr.

Foremast.

83			84	
			86	

Fore Yard.

5			4	

Fore Top

93	C.T.		94	C.T.
113	O.S.		114	O.S.
	If not required aloft, will assist in putting on nippers.			

Main Mast.

257			258	
259			260	

Main Mast and Gangways.

513	Bmte	514	Bmte

Quarter Deck.

515	Bmte.		

Belay and Stand by Cat and Fish Falls.

523	Bmr	524	Bmr.
349	Cap.	350	Sea

Main Top.

173	CWJ.	174	CWJ.
191	OS	192	OS.

Mizen Mast.

305	Cox		
345	OS.	346	OS.

Ship and unship Spar Deck Capstan Bars, Gratings and attend falls.

467	Lds	490	C. mte
469	"	470	Lds.
		476	"

Mizen Top.

265	Cap.	266	CMzJ.
277	OS.	278	OS.

If not required aloft, go to the spar deck Capstan.

Man the Spar-Deck Capstan

125	Jr Mr			134
219	Cox			94
95	Sea			98
97	"			108
99	"			115
111	"			122
115	"			121
127	Lds			136
135	Sea			138
137	"			140
139	"			154
151	O.S.			156
165				166
175				176
177				178
179				180
193				194
205				206
207				224
221				236
223				238
225				252
227				268
239				270
241				280
267	Sea			282
269				284
279				286
281				288
285				296
285				302
287				308
293				

295			318	QS.
301	Lds		320	
307	Sea		424	
309	"		426	
319	QS		440	
221			442	
421			462	
423			465	
425			468	
437			332	
439			334	
441			564	
443			566	
445			568	
381			570	
363				
565				
567				
569				

Ap Spar Deck Capstan.

588				

Gun Deck.

578	B. Mte.			

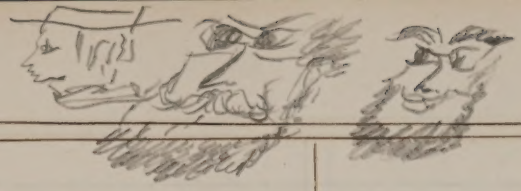
General Duty with Marines.

561	Sergt		572	Serg.

Ap Gun Deck Capstan.

547	Band		545	Band.

549	13and			550	13and
551	"			552	"
553	"			554	"
556	"			555	"
		If not required for music, hold on messengers			
		Send Nippers on	Gun Deck.		
117				118	
153				158	
195				196	
251				254	
		Bitt and Unbitt Cables, and			
		Clap on Nippers.			
133				134	
141				142	
143				144	
155				126	
157				158	
159				160	
161				162	
167				168	
		Take off Nippers and Range Cables.			
219				218	Sea
227				228	"
229				230	"
243				232	O.S.
245				240	"
235				242	"
234				240	
253					



Carry forward Nippers.

	Bay	Dennis Haley	212	Bay

Veer Cables.

101	Sea		102
103			104
107			106
119			108
121			146
123			148
129			182
143	Lee		184
147	Sea		186
181			188
183			200
185			208
189			232
197			246
199			248
231	Sea		

When unmoored, to man Main Deck Capstan.

Rig and tend Messenger at Capstan.
if not requ'd. go to Gun Deck Capstan.

229	Qrs mte.	5-18	12m.
237.		5-38	2 Qr.
239			

Light around Messenger.

303		306	
317		322	
337		324	
		390	

Ship and Unship Gun Deck Capstan Bars and Gratings and attend Pales.

433		425
493		398
391		400
395		412
397		390

Man Gun Deck Capstan

353		352
363		364
365		368
367		370
493		372
491		374
395		376
397		388
369		402
371		392
373		370
375		374
399		371
401		310
		312
		328
		334
		336
		338
		340
		356
		358
		416
		422

413			430	
415				
417	Henry Sinclair		434	
17			436	
107			462	
271			572	
311			574	
323			576	
325			578	
455			580	
457			582	
459			584	Maine
461			586	
463			590	
471			592	
473			594	
475			596	
477			398	
479			600	
571			602	
573			604	
575			606	
577			608	
579			610	
581				
583				
585				
587				
589				
591				
593				
595				
597				
599				
601				
603				

Compressors on Berth Deck.

587			456	
413			512	
407			504	
409			412	
411			408	
413			410	
415			482	
417			406	
389			486	
391			488	
481			498	
483			494	
495				

Compressors in Hold.

385			458	
459			38	

Cable Ties and Chain Lockers.

359	Hold		360	C. H.
59			56	
61			40	
69			42	
71			44	
73			76	
75			50	
81			16	
279			298	
393			356	
387			396	
383			354	

Leadsmen –

Alexander Cushman 721 From.

Galley.

499 Ships Cook. Lower Bayoe.

Cabin.

172 Capts Steward

Sick Bay.

184 Hospital Steward

Store Room.

18 Yeoman Wm. H. Lewis.

Ward Room.

101 W.R. Steward.

Bending Sail.

Signals

Look Out.

		5-30	2 m

5-29	2 m. Mr.		

Messengers

5-13	Boy	5-14	Boy

Fib Boom.

to overhaul fib stay, hallcards and downhaul, pass back lashing reeve rails &c.

13	Sea	14	Sea

Clear away Fib Stay.

3	Sea	4	Sea
15	O.S.	16	O.S.
27	Lds	28	Lds
5-9	"	60	"
69	"	70	"

Forecastle

Bmte.	5-25	2	C.C.
C.C.	1	4	Sea
Sea	3		

Reeve Fore Stay through Lanks, Cook Halliards, bend down Lauls, and get sail ready for getting out.

	Sea		4	Sea
	O.S.		16	O.S.
3	"		24	"
1	Lds		28	Lds
7	Sea		58	"
9	O.S.		60	O.S.
	"		70	O.S.
	Lds		72	Lds

Man Fore Halliards, thence to Down haul.

			16	O.S.
			24	"
7			28	Lds
7			58	Sea
9			60	O.S.
0			70	"
1			72	Lds.
93	13 and		592	Band
95	"		594	"
1	"		596	"
3	"		602	"
			604	"

Bend Fore Down Lauls.

	Lds		32	Lds.

Fore Mast.

9	Sea		90	Sea
91	"		92	"

Hook lower block of Sail burton, and Yard arm Whips, bend gear &c. and get the Foresail ready for going aloft.

1	C.H.C.			2	C.H.C.
7	Sea			8	Sea
11	"			12	"
17	O.S.			18	O.S.
19	"			20	"
21	"			22	"
47	Sea			48	Sea
51	"			52	"
53	"			54	"
63	O.S.			56	"
55	Sea			64	O.S.
65	O.S.			61	"

Carry up and hook Yard arm Whips, and unclamp booms.

5	Sea			6	Sea
49	"			50	"

Fore Yard to Send Down Sail burton Overhaul gear, and get ready for bending.

5	Sea			8	Sea
9	"			10	"
45	C.H.C.			46	C.H.C.
49	Sea			50	Sea

Man Fore Sail Burton.

1	O.H.C.			2	C.H.C.
7	Sea			8	Sea

11	Sea			2	
17	O.S.			8	
19	"			12	Sea
21	"			18	O.S.
25	"			20	"
29	Lds			22	"
33	"			26	"
35	"			30	Lds
47	Sea			34	"
51	"			36	"
53	"			48	Sea
55	"			52	"
61	O.S.			54	"
63	"			56	"
65	"			62	O.S
67	"			64	"
73	Lds			66	"
75	"			68	"
77	"			74	Lds
79	"			76	"
435	"			78	"
437				80	"
439				436	"
441				438	
643				440	
445				442	
551	Cooks mate			444	
553	Painter			446	
557	Cooper			552	C. mate.
559	A. mate			554	
579	C Hold			558	
613	Marine			560	
615	"			580	
619	"			582	
621	"			614	
581	C Cook				

		Bend Fore Sail Burlon.			
67					
433	O.S.			68	O.S.
439					
441	"	Take down slack of Fore Clew			
44					
89	Sea			90	Sea
91	"			92	"
		Take down Slack of Fore Buntlines.			
373	Las			374	Las
375	"			376	"
377	"			378	"
379	"			380	"
381	"			382	"
383	"			384	"
385	"			386	"
387	"			388	"
		Mean Fore Yard arm whips			
1	Clc			2	
25	O.S.			26	
29	Las			30	
33	"			34	
61	O.S.			62	
73	Las			74	
75	"			76	
77	"			77	
343	O.S.			344	
343	"			345	
347	"			348	
349	"			350	
351	Las			352	

53	Lds	334	Lds
55	"	336	"
13	Maine	560 (614)	Maine
15	"	562 (616)	"
19	"	618	"
21	"	620	"
43	"	622	"
47	"	626	"
49	"	628	"
51	"	630	"
53	"	632	"
55	"	634	"
79	C. Hold	636	C. Hold.
81	C. Cook	5 30	C. Cook

Send Fore Yard arm Whips.

		4	
3	Lds	74	Lds

Man Fore Leech lines.

5	Lds	36	Lds
9	"	80	"
35	"	436	"
37	"	438	"
39	"	440	"
41	"	442	"
43	"	444	"
45	"	445	"
51	C. Mate	532	C. Mate
57	Cooper	538	Armorer
59	A Mate		

Bend Foresail.

5	Sea		6	Sea
7	"		8	"
9	"		10	"
11	"		12	"
17	O.S.		18	O.S.
19	"		20	"
21	"		22	"
45	C.F.C.		46	C.F.
49	Sea		50	Sea
51	"		52	"
53	"		54	"
55	"		56	"
63	O.S.		64	O.S.
65	.		66	"

Shackle Fore Tacks and Sheets.

9	Sea		10	Sea
53	"		54	"
65	O.S.		66	O.S.

Unhook and Bring in Fore Yard arm Whips.

5	Sea		6	Sea
45	C.F.C.		46	C.F.

Hook Lower Block of Sail Burton, and get Fore-Topsail Ready for Bring Aeft.

97	Sea		98	
99	"		100	
101	"		102	
103	"		104	

109	O.S.		110	O.S.
133	Sea		134	Sea
139	"		140	"
141	"		142	"
147	O.S.		148	O.S.
153	"		154	"

Hook and overhaul sail buntlin from Fore Topmast Head.

93	C.F.S.		94	C.F.S.
135	Sea		136	Sea

Fore Top. Hook Yard arm Whips. Toggle buntlines, Reef Clewlines, &c.

			94	
F.S.	93		94	C.F.S.
95	Sea		96	Sea
11	O.S.		112	O.S.
21	Lds.		132	Lds
135	Sea		136	Sea
137	"		138	"
149	O.S.		150	O.S.

Fore Topgallt Studg. sail boom Fring Lines.

111	O.S.			
121	Lds		112	O.S.
129	O.S.		122	Lds.
			150	O.S.

Fore Topsail Yard to overhaul Reefings and get ready for Reefing

93	C.F.S.		94	C.F.S.
95	Sea		96	Sea

135	Sea			136	Sea
137	"			138	"
		Carry aft and hook Yard arm Whips on F. Topsail Yd.			
95	Sea			96	Sea
		Man Fore Topsail Burton.			
97	Sea			98	Sea.
99	"			100	"
101	"			102	"
103	"			104	"
105	OS			106	OS
107	"			108	"
109	"			110	"
113	"			114	"
115	"			116	"
117	Lds.			118	Lds
119	"			120	"
123	Boy			124	Boy
125	"			126	"
133	Sea			134	Sea
135	"			136	"
137	"			138	"
139	"			140	"
141	"			142	"
143	"			144	"
145	O.S.			146	O.S.
147	"			148	"
151	"			152	"
153	"			154	"
155	"			156	"
157	Lds.			158	Lds
159	"			160	"

161	Lds.			162	Lds.
163	Boys			164	Boys
343	O.S.			344	O.S.
345	"			346	"
347	"			348	"
349	"			350	"
351	Lds			352	Lds
353	"			354	"
355	"			356	"
645	Mains			646	Mains
647	"			648	"
649	"			650	"
651	"			652	"
653	"			654	"
655	"			656	"

The Marines and Afterguard from the Fore Topsail Barlow.
wee then man the Foreyard arm whips in watches.

Send Fore Topsail Barlow.

117	Lds			118	Lds.

Man Fore Topsail Yard arm whips on Deck.

105	O.S.			106	O.S.
107	"			108	"
113	"			114	"
115	"			116	"
119	Lds			120	Lds
123	Boys			124	Boys
143	Sea			144	Sea
145	O.S.			146	O.S.
151	"			152	"
155	"			156	"

157	Leo			158	Leo
159	"			160	"
161	Bds.			162	Bay
163	Bay			126	"
125	"				

If the yard arm whips are hauled out in the tops after the men are on the yard, the topgallen yard men will be kept aloft to assist in hauling them out.

Send fore topsail yard arm whips in Top.

111	O.S.			112	O.S.

Send Fore Topsail.

93	O.T.S.			94	O.T.S.
95	Sea			96	Sea
97	"			98	"
99	"			100	"
101	"			102	"
103	"			104	"
109	O.S.			110	O.S.
133	Sea			134	Sea
135	"			136	"
137	"			138	"
139	"			140	"
141	"			142	"
147	O.S.			148	"
153	"			152	"

Hook Fore Topsail Sheets

109	O.S.			110	O.S.
133	Sea			134	Sea
153	O.S.			154	O.S.

Main Mast.

261	Sea			262	Sea
263	"			264	"

Main Mast and Gangways.

227	B. Mte.			228	B. Mte.

Quarter Deck.

291	Cox			292	Cox

Work lower blocks of Sail Burton and Yard arm whips, bend gear and G.P. mainsail ready for going aloft.

335	F. Mr.			336	F. Mr.
337	Gr. Mte.			338	Gr. Mte.
343	F. Gr.			344	F. Gr.
345	"			346	"
347	"			348	"
331	Sea			332	Sea
333	"			334	"
335	O.S.			336	O.S.
337	"			338	"
339	"			340	"
393	Sea			394	Sea
397	O.S.			398	O.S.
399	"			400	"
401	"			402	"
403	"			404	"

Main Yard, to send down Sail Burton, over haul gear, and get ready for bending.

531	P.M.			532	P.M.
539	P. Yr.			538	Yrs Nto
541	"			540	P. Yr.
395	Sea			542	"
				396	Sea.

Main Main Sail Burton.

535	P.M.			536	Yrs Nto
543	P. Yr.			544	P. Yr.
545	"			546	"
547	"			548	"
549	"			550	"
333	Sea			334	Sea
335	O.S.			336	O.S.
337	"			338	"
339	"			340	"
341	"			342	"
357	Lds			358	Lds
359	"			360	"
361	"			362	"
363	"			364	"
393	Sea			394	Sea
397	O.S.			398	O.S.
399	"			400	"
401	"			402	"
403	"			404	"
405	"			406	"
419	Lds			420	Lds.
421	"			422	"
423	"			424	"
425	"			426	"
427	"			428	"

429	Lds			430	Lds
433	"			432	"
655				434	"
~~669~~	Marie			658.	Marie
659	"			660	"
661	"			662	"
663	"			664	"
665	"			666	"
667	"			668	"
669	"			670	"
671	"			672	"
673	"			674	"

Tend Main Sail Burton.

549	Fr. Gr.			550	Fr. Gr.

Take down Slack of Main Clew Garnets.

261	Sea			262	Sea
263	"			264	"

Take down Slack of Main Buntlines.

365	Lds			366	Lds
367	"			368	"
369	"			370	"
371	"			372	"

Man Main Yard Arm Whips.

341	Os.			342	Os.
357	Lds			358	Lds
359	"			360	"
361	"			362	"
363	"			364	"

405	Os			406	Os
407	"			408	"
409	Lds			410	Lds
411	"			412	"
413	"			414	"
415	"			416	"
417	"			418	"
623	marine			624	marine
625	"			626	"
627	"			628	"
629	"			630	"
631	"			632	"
633	"			634	"
659	"			660	"
657	"			658	"
661	"			662	"
663	"			664	"
665	"			666	"
667	"			668	"
669	"			670	"
671	"			672	"
673	"			674	"

Fore Main yard arm whips.

415	O.S.				

Main Main Leechlines

				420	Lds
421	Lds			422	"
423	"			424	"
425	"			426	"
427	"			428	"
431	"			430	"
433	"			432	"
419	"			434	"

Bend the Main Sail.

331	Sea		332
333	"		334
335	OS		332
337	"		334
339	"		338
343	Sea		340
345	"		344
347	O.S.		346
349	"		348
401	"		400
403	"		402
331	P.M.		404
333	"		332
441	P.M.		336
343	"		342
345			344
347			346
349			348
			350

Shackle Main Tacks and Sheets.

347	P.M.		345
331	Sea		333
343	"		344

Main Topmast Stay Sail from Fricing Lines =

419	Ls		420
421			422
423			424
425			426
427			428

229				230	
231				232	
233				234	
		Unhook and bring in Main Yard arm Whips.			
239	D. Gr.			240	D. Gr.
241	"			242	"
		Hook on block of Sail Tackle, and get ready for going aloft.		Sail	
177	Sea			178	Sea
179	"			180	"
181	"			182	"
183	"			184	"
185	O.S.			186	O.S.
189	"			190	"
193	"			194	
223	"			224	
225	"			226	
227	"			228	
233	O.S.			234	
235	"			236	
241	"			242	
217	Sea			218	
		Work and Overhaul Sail Tackle from main Trimark Head.			
173	C.W.S.			174	C.W.S.
219	Sea			220	Sea

Main Top: Hook yard arm whips to Topsail, toggle Bunt Lines, Reeve Clew lines, &c.

173	C.M.S.		174	C.M.S.
173	Sea.		176	Sea
191	O.S.		192	O.S.
205	Lds		206	Lds
219	Sea		220	Sea
221	"		222	"
237	O.S.		236	O.S.

Main Topgallt Studg Sail Boom Fncing Lines.

191	O.S.		192	O.S.
205	Lds		206	Lds.
237	O.S.		236	O.S.

Main Topsail Yard to overhaul rigging and get ready for bending.

173	C.M.S.		174	C.M.S.
173	Sea		176	Sea
219	"		220	"
221	"		222	"

Carry out and hook Yard arm Whips on Main Topsail Yard.

173	Sea		176	Sea

Man the Main Topsail Bunton.

177	Sea		178	Sea
179	"		180	"
181	"		182	"

183	Sea
185	Do.
187	"
189	"
193	"
195	"
197	Do.
199	"
201	"
203	"
207	Bay
223	Sea
225	"
227	"
229	"
231	Do.
233	"
235	"
239	"
241	"
243	Do.

U. S. Frigate Constitution

General Harbor Routine.

	For Spring and Summer.
Day Lt.	Reveille. Call all Hands, Stow Hammocks, and get all ready for cleaning ship. Clean as per daily Routine. Send Cleaners outside for paint work and copper. Pump her out.
7.30	"Aloft Topkeepers." "Up mess tables"
7.55	If sails are to be loosed. "Aloft Ready men" "Lay out and Uncamp the booms" When done "Lay in" These movements must be done together and by order from the Quarter Deck.
8.00	"Loose Sails" "Let fall" at the 3d Roll of the Drum. "Lay in and Lay down" Every man to come down at the order. no Straglers. "Pipe to breakfast." Order for dress will be hung at the Scuttle Butt. "Rolle to Grog" Light match for Smokers.
8.45	Quarter Gunners. Capts of Tops and After Guard, Spread Tarpaulins and get out cleaning bags. All hands Spread Awnings, and

	For Fall and Winter.
Day Light.	Reveille, Call All Hands. Stow hammocks, Sweep up and get all ready for cleaning ship. Pump her out, Cooks Call for breakfast. Up mess things. Light match and Allow the men to Smoke. Up Grog Tub.
5.45	Breakfast. Roll for Grog.
6.45	All Hands. Clean Ship as per daily Routine:
7.30	"Aloft Topkeepers"
7.55	If Sails are to be Loosed, Aloft Ready men. Lay out and Uncamp the booms. These several movements are to be done together, and by order from the Officer of the deck.
8.00	If Ordered, "Loose Sails". "Let fall" at the 3d Roll. Every man to come down at the order. no Straglers Order for Dress for the day will be hung at the Scuttle Butt.
8.45	Quarter Gn. Capts of Tops and After Guard, Spread Tarpaulins and Get out Cleaning bags.

	For Spring and Summer		For Fall and Winter.
	"Roll back Hammock Cloths. Lace the Awnings, "Haul out," "Man the Side" "Bring to" "Roll up hammock cloths" and "Lay in".		All hands "Spread Awnings and roll back Hammock cloths. "Lace Awnings" "Haul out" "Man the side and "Bring to" "Roll back cloths and "Lay in".
9.00	Clean all Bright work fore and aft.	9.00	Clean all Bright work
9.15	Quarters for inspection. Drill as per drill board.	9.15.	Quarters. Drill as per drill board.
9.30	Retreat, except at General Quarters.	9.30	Retreat. Except at General Quarters.
9.45	Executive Officers pull around the Ship for inspection. Flemish rigging down.	9.45	Ex. Off. will pull around the Ship for inspection. Flemish down all rigging.
10.00	Send regular boats to land Liberty Officers. Exercise boys and landsmen at Mizen Topsail for half an hour.	10.00	Call boats to land Liberty Officers. Band to practice one hour.
10.30	Call for cooks Up Grog and Mess things. Sweep decks.	11.30	Sweep decks. Call for cooks. Up Grog and Mess things.
Noon	Dinner. Roll to Grog. Light match for Smokers.	Noon	Dinner. Roll to Grog. Light match for Smokers.
1 P.M.	"All Hands" Clear Main deck Down Mess things, Sweep clean Fore and aft. Empty all Shit boxes, and put clean Shavings in them. Drills as ordered. Send Regular Officers' boats. If sails are Loosed. "All Lands Furl Sails" All Officers to be at their	1 P.M.	All Lands. If Sails are loosed All Lands. Furl Sails. Call all Officers. Drills as ordered. Send boats for Officers. Out match Pipe down. Square Yards When the Boatswain pipes down, allow five minutes to put the tops in order. Give the Order "Lay down from aloft."
		1.10	

	For Spring and Summer Stations.		For Fall and Winter.
1.10	"Pipe down" "Square Yards" When the boats man pipes down, allow five minutes to put the tops in order. Lay down from Aloft. Every man must Come down briskly.	2.00	Every man to come down briskly. No Straglers. Get up provisions. Dinner Call for Officers. Call the Band.
2.00	Dinner Call for Officers. "Call The Band".	2.45	– Dismiss the Band.
2.45	Dismiss the Band.	3.00	Send regular Boats for officers
3.00	Send Regular boats for officers.	3.30	Up mess tables – Cooks call for Sea water – Pipe down wash clothes and hammocks if up.
4.30	Up mess things. Cooks call for Sea water.	4.00.	Supper. Light match for smokers. Shift in blue.
5.00	Supper – Light Match for smoking.	4.45	Ale Lands. Down mess tables. Out match. Clear up for quarters.
5.45	– Down Mess things. Out match. Clear up for quarters. If hammocks or cloths have been scrubbed, pipe them down.	5.00	Lay up all Rigging On Mondays and Fridays. trice up clear of the pin rails. Furl all awnings and sweep down.
6.00	Shift in blue. Furl Awnings. Lay up all rigging On Mondays and Fridays trice it up clear of the pin rails. all ready for cleaning them in the morning.	5.30	Quarters for Inspection. Half an hour to Sunset, Call the Band – If Hammocks have been scrubbed, inspect them, make them up by Guns Crews. Tally and turn them into the Sail room. Up wash deck gear. See fires low clear.
6.30	Half an hour before Sunset "Quarters for inspection" Call the Band. If hammocks have been scrubbed, inspect them and make them	5.45	– Or Quarter of an hour to Sunset, send regular boat for officers.

	For Spring and Summer.	For Fall and Winter -
	up by Guns' crews - Fall,	Sunset - Beat off. Up all Boats -
	them and turn them	Stand by Hammocks.
	into the Sail Room -	Call all the Midshipmen who will see the
6.45 -	A Quarter of an hour	cloths over and Ham-
	to Sunset - Send rep[orts]	mocks down and
	near boats -	report to the Officer of
Sunset -	Beat off - Up all boats -	the Deck - Light
	Stand by Hammocks -	match for Smokers.
	All Mids. to attend -	Master at Arms report
	See the Hammocks down,	Store Rooms Secure.
	cloths over and re-	and Keys turned in.
	port to the officer of	
	the deck. Light match.	8.00 Set mizzen and
8.00	School Master reports	anchor watch -
	the boys turned in.	9.00 Tattoo - Out match
	Set anchor and mizzen	Turn in Fore and Aft -
	watch ## -	9.10 Police Reports. Rounds
9.00	Police Reports. Rounds.	
N.B.	When it is daylight	N.B. Between the hours of
	as early as 4.30, the	Tattoo and Reveille,
	whole of the Routine fore-	the Midshipman of
	going to 9 A.M. will be	the watch will go the
	advanced one hour -	rounds at every stroke
	In the Tropics the Tat-	of the bell - and report
	too will be beat at 9.	the order and condition
	Summer and Spring	of the Ship and lights
	at 8 in the Winter and	to the Officer of the
	Fall -	Deck -

General Routine for Cleaning Ships.

Monday

Scrub clothes.
White Starboard, blue Port Side. Fill upper lines and tricc clear of the deck, before using the lower ones. When hammocks are scrubbed, use the new lines for clothes. Stop hammocks on my watches. Three stops each, numbers up and in. Secure them at the lower ends. When you scrub hammocks, scrub midships and cots also. Make fast windsails to yard arm whips with a downhaul each — Frequently raising and lowering them to rinse them till 8.00 When man the ships and run them aloft at the 3d roll of the drum. Scrub the deck well with the soap that remains on it. Squilgee down, wet afresh, sand & scrub the soap off. Wash down and dry up. Set the outside cleaners at work on paint and copper. Cooks holystone mess chests.

Tuesday

Holystone Spar deck, main Decks, and both Orlops. Slew Pivot Guns to Starbd. and holystone under them. Cooks rub off and mend white wash on Berth deck. Holystone Mess tables and Spirit Room Gratings. Scrub ladders, Combings, Gratings, pin rails and Spit boxes with sand. Set Outside cleaners to work. Before holystoning always sweep clean, sprinkle the deck well, ~~with~~ sand-down.* Stop Force pumps and use the stones, beginning amidships and working fore and aft. After going over with stones, scrub with brooms. Squilgee off, use pumps and wash down. While the Force pumps are stopped, rig the Bilge pumps and pump her out.

*It is impossible to holystone well with much water on the decks.

Wednesday

Scrub all paint work - clamps up Spar and main decks. Keep Main Deck dry aft. Use a stone and Sand scrapers around the Galley and on grease spots. Scrub all Oars with Sand. Holy stone Combings of holds. Holy stone Berth Deck and Mess chest lids.
At Tattoo, Gunner clear Galley pipe of soot.
When ordered, scrape and Scrub the Capstan bars with Sand.

Thursday.

Scrub Spar and Main Decks. Keep Main Deck dry aft. Holy stone all Mess tables. Clean Ladders, Combings &c. Pump her out, and clean outside and Copper as usual -
At 9.30 A.M. General Quarters. At 10 Retreat.
After dinner rub off Whitewash on main deck and Mend it.
Holy stone the Spirit room Gratings, Latches of Main and Sand lockers, Ladders of Orlops and hold, and dry them in the Sun -

Friday -

Scrub clothes same as Monday's as the manner of doing it and cleaning the decks. Scrub rammers, Sponges and handspikes with Sand.
At Evening Quarters, examine and clean all Gun Gear, Tackles &c -
After dinner rub off ~~black~~ white wash on main deck and Mend -
Carpenter will examine and report the pumps and Pump Gear, and examine the wells and oil the Fire Hose - The Boatswain will also on the first Friday of Every month turn all the Spare Spars
After Supper, grease all Spars & hide ropes. Scrape Spars when ordered -

Saturday –

Holy Stone all decks same directions as on Sundays. Scrub the pivots to port. Holy stone ladders. Hatch combings. Hatch Coamings, P.W. rails. Spirit room and Berth Deck Hatches &c. After holystoning well, squilgee off any, run in all guns, unshackle breechings, get them well in and holystone gratings thoroughly. At 9½ A.M. Pipe up bags, Pipe down Hammocks and Air bedding. Mending day. At 11 lash and stow the hammocks. At 1 P.M. drill call for divisions. Run out and secure battery. After supper the Gunner will drop and examine Life Buoys. At Tattoo, Gunner clear Galley Pipe of soot. Should the guns are in in the morning the facings of the ports, half ports will be scrubbed, the Gunner attending to it.

Note – The first Saturday of every month, Officers of the Boats and Divisions will examine their equipments (boat) Supply & Reserve boxes and report to the Executive officer their condition.

Sunday

Clamps dirty spots and stains on all decks. Sprinkle and Holystone about the Galley. Pump her out, and clean Outside as usual.

At 9.30 "General Inspection" at quarters. At Retreat "Articles of War" Church or Muster as may be ordered.

God Save Us